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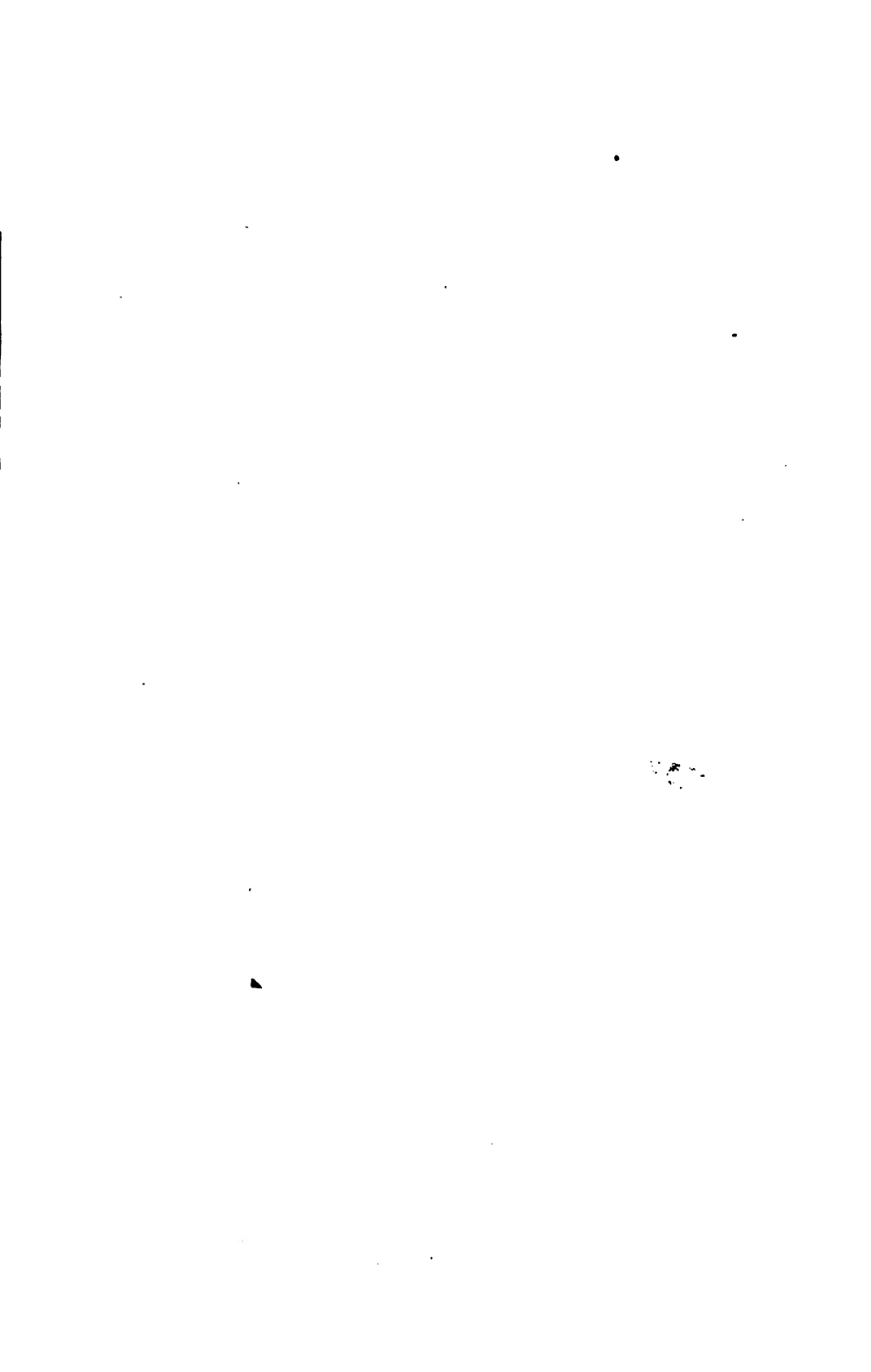
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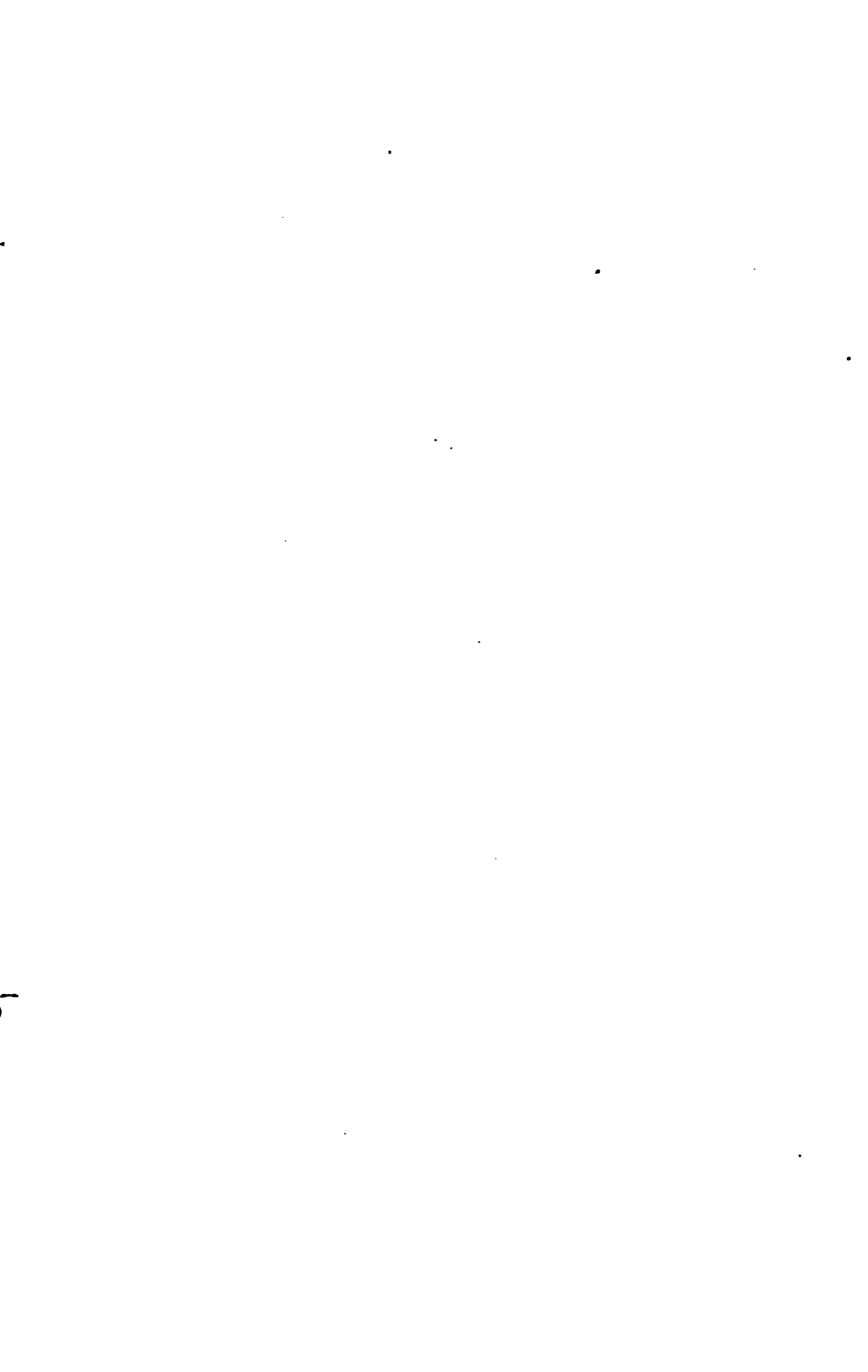
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ANNUAL REPORTS

OF THE

POST-OFFICE DEPARTMENT

FOR THE

FISCAL YEAR ENDED JUNE 30, 1897.

REPORT OF THE
POSTMASTER-GENERAL.
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REPORT OF THE POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
Washington, D. C., October 25, 1897.

To the PRESIDENT:

I have the honor to present this report of the operations of the Post-Office Department for the fiscal year ending June 30, 1897, supplemented, as is customary, by such additional information bearing upon the conduct of the service for the first three months of the present fiscal year as is available and of interest. It is proper to note that two-thirds of the year had elapsed before I entered upon the discharge of my duties. Therefore this report, so far as it relates to the fiscal year 1897, must be necessarily, to a large degree, a record of the workings of the Department under the direction of my predecessor.

The following statement shows, in brief, the financial operations of the Department for the year:

REVENUES AND EXPENDITURES.

Ordinary postal revenue.....	\$81, 698, 281. 67
Receipts from money-order business.....	967, 181. 06
Total receipts from all sources.....	82, 665, 462. 73
Total expenditure for the service of the year, not including earnings of the Pacific railroads (\$1,575,806.25) which are credited on their debt to the Government.	94, 077, 242. 38
Excess of expenditures over receipts.....	11, 411, 779. 65

In the expenditures are included payments under a number of different items made on account of the previous year—obligations that were unsettled and outstanding at the time of making up the figures for the last annual report of the Department—amounting to \$295,954.52.

The total receipts, 1897, were.....	\$82, 665, 462. 73
The total receipts, 1896, were.....	82, 499, 208. 40
Increase of receipts, 1897.....	166, 254. 33

This is about one-fifth of 1 per cent, while the increase of 1896 over 1895 was over 7 per cent.

Total expenditures, 1897.....	\$94, 077, 242. 38
Total expenditures, 1896.....	90, 626, 298. 84
Increase of expenditures, 1897.....	3, 450, 945. 54

REPORT OF THE POSTMASTER-GENERAL.

This is at the rate of 3.8 per cent increase over the preceding year as against 4.4 for the latter over the year 1895.

Total deficiency, 1897.....	\$11,411,779.65
Total deficiency, 1896.....	8,127,088.44
Increase of deficiency.....	3,284,691.21

These comparisons are not upon their face favorable; yet an analysis of the quarterly statements of receipts and expenditures upon which they are founded will afford some ground for encouragement.

For example, though the receipts for the first three quarters of the fiscal year now under review show a decrease as compared with corresponding quarters of the previous fiscal year, the receipts for the last quarter of 1897 (the first full quarter of the present administration) show an increase of over 2 per cent; and advanced returns from postmasters for the first quarter of the present fiscal year indicate a still more pronounced increase, amounting to about 8 per cent.

Increase of receipts.

Again, though there was an increase of 4.2 per cent in the expenditures for the quarter ending June 30, 1896, over the corresponding quarter of the previous year, and a like increase of 3.5 per cent during the first quarter of 1897, the quarter ending June 30, 1897, shows a reduction in the ratio of expenditure to a trifle over 3 per cent, and the ratio of increase in expenditures during the whole fiscal year was reduced to 3.8 per cent, as against 4.4 per cent in 1896, notwithstanding the fact that during the fiscal year 1897 nearly \$300,000 was expended on account of the previous year, and the further fact that several heavy items of expenditure not included in the previous year's business were included in the postal budget of 1897 by appropriations made by Congress.

Payments on account of previous year.

I append an estimate of the revenues and expenditures, submitted through the Secretary of the Treasury, for the fiscal year ending June 30, 1899:

Total postal revenue for 1897.....	\$32,665,462.73
Add 5 per cent.....	4,133,273.13
Estimated revenue for 1898.....	86,798,735.86
Add 7 per cent.....	6,075,911.51

Estimates for 1898 and 1899.

Total estimated revenue for 1899.....	92,874,647.37
Estimated expenditures for 1899.....	98,922,760.00

Deficiency for 1899, estimated.....	6,048,112.63
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While the ordinary principles that govern the commercial world should undoubtedly be applied as far as practicable to the management of this great business depart-

ment of the Government to the end that economies may prevail, and at the same time efficient service be maintained, it must be remembered that the acts of Congress regulate in a great measure both the receipts and expenditures of the Department, so that the final results are largely determined by factors not absolutely under the control of those who administer its affairs.

Receipts and expenditures largely regulated by legislation.

This is especially made apparent by the laws of Congress which control second-class mail matter, under the requirements of which an excess of expenditures over receipts has been incurred during the last fiscal year amounting to many millions of dollars more than the entire postal deficit for the year.

CAUSE OF THE INCREASED DEFICIT.

Examination of the detailed tables of receipts and expenditures which are presented in this report will, I think, demonstrate very clearly that the increase of the postal deficit for 1897 is largely a reflex of the depressed business conditions which prevailed all over the United States during the first three quarters of that period. There has been no extravagance of expenditure, except that rendered obligatory by law. On the contrary, the operations of the Department in all its branches have been conducted with a close regard to economy and proper business methods, and at an actual saving in percentage over the previous year. All its officers have been held to a strict accountability, and have shown commendable zeal and fidelity in the discharge of their duties. There has simply been a falling off in the amount of business done, or rather the increase of business which would normally result from the growth of population and wealth has been checked by adverse influences.

Deficit due to business depression, and abuse of second-class rates.

The money-order system, an accurate barometer of commercial activity, which for thirty-two years previously had shown a constantly increasing percentage of receipts over expenditures, returned last year only 2 per cent increase, as against 7 per cent the year preceding. The income from registration decreased 4 per cent. There was not the usual increase in the number of letters carried at first-class postage rates, or of third or fourth class matter, all of which classes yield a considerable profit. But, on the other hand, there was an increase of 16,000,000 pounds, or $4\frac{1}{2}$ per cent. in the weight of second-class mail matter carried, at a loss of more than 7 cents a pound; and, owing to the exigencies of a Presidential election, the bulk of frankable matter

handled, free of charge, was probably more than doubled. In the conditions above enumerated lie the causes of the increased deficiency.

I confidently anticipate, as the unfavorable comparison of receipts with expenditures has thus resulted in great part from the depression of all industries in the United States, that under the improved business conditions now prevailing throughout the country the revenues and expenditures of the Post-Office Department will soon adjust themselves more nearly on lines of equality. Progress in this direction is already apparent, and there is reason to believe that its momentum will be accelerated as the fiscal year advances.

LOSS ON SECOND-CLASS MATTER.

History of second-class legislation.

The injustice inflicted both upon the postal revenues and the people by existing laws regulating the carrying of second-class mail matter has been represented to Congress in reports from this Department for ten years past with cumulative force, but without effect in remedial legislation.

By acts of Congress passed in 1874, 1879, 1885, and 1894, a privileged class has been created, entitled to the use of the United States mail service either free of charge or at a cost far below the price the Government is compelled to pay the railroad companies for the transportation of the mails thus carried. The right thus conferred is entirely distinct from the right to frank official documents, which is given to Members of Congress and the officials of the Executive Departments and other public servants. It is bestowed upon persons engaged in private enterprises, and inures simply to their emolument, without any appreciable benefit to the public at large, while the loss on this service, now amounting to more than \$26,000,000 a year, is defrayed out of the proceeds of taxation drawn from all classes of the people.

The earliest concession—one to which little or no objection on the ground of public policy has ever been raised—was made to publishers of country newspapers, and permitted them to send one copy of their paper free to each subscriber living within the county of publication. This was followed up by granting to publishers of newspapers the right to send out their issues beyond the limits of the county at a nominal price of 1 cent a pound. To this also no serious objection was made, so long as the exercise of the privilege was confined to legitimate newspapers.

But when, by subsequent legislation, paper-covered novels and reprints of books were included under the cent-a-pound clause, as "periodicals" or "supplements";

when so-called newspapers, or house organs, issued primarily for advertising purposes for the benefit of business firms, and when publications claiming to emanate from fraternal or benevolent societies were given the right of transmittal at 1 cent a pound, and the same rate was established for the return of unsold papers and periodicals, the abuses of the system became apparent, but the difficulty of correcting the evil seems to have grown in exact ratio with its demands on the Treasury.

The weight of mail matter carried under provisions of the law, originally intended to confer a public benefit, but since perverted to purposes of wrong and injustice, is increasing in ominous proportions. Its growth, stated in round figures, has been as follows:

	Pounds.		Pounds.	Large increase of unprofitable business.
1888.....	143, 000, 000	1893.....	301, 000, 000	
1889.....	190, 000, 000	1894.....	300, 000, 000	
1890.....	206, 000, 000	1895.....	312, 000, 000	
1891.....	232, 000, 000	1896.....	349, 000, 000	
1892.....	262, 000, 000	1897.....	365, 000, 000	

The cost to the Government of transmitting the 365,000,000 pounds of second-class mail matter carried during the past fiscal year is estimated at \$29,000,000; the postal revenue received from it is estimated at \$3,000,000, leaving a loss, on transportation alone, of \$26,000,000.

These figures convey their own comment. It is impossible to continue the present system of second-class mail transportation without eventually swamping the revenues of the postal service.

A bill (H. R. 4566) was favorably reported to the Fifty-fourth Congress to remedy this wrong, but failed of passage. It is proposed to exclude from second-class rates paper-covered books, whether purporting to be "premiums" or "supplements;" to regulate the transmission of so-called sample copies; to increase the rate of postage on returned publications, and to limit and control the admission to second-class rates of publications of self-styled benevolent societies.

I earnestly hope that this or some similar measure may be enacted into law during the coming session of Congress. *If this were done there would be an end to postal deficits, and the service could be enlarged and popularized by a broad extension of free delivery without infringement upon the general resources of the Government, and eventually result in the much-desired reduction of letter postage to 1 cent per ounce.* Remedial legislation urged.

CONSOLIDATION OF POST-OFFICES.

Among many methods of perfecting the organization of the service which have been from time to time suggested, none has proved more effective than the consolidation of post-offices. It is to be regretted that the development of this system has been retarded by restrictions placed upon it by legislation, but as these limitations are clearly prejudicial to the public interests, it is expected that they will not be continued.

Better organization of service needed.

The present relations of postmasters and other local officers toward the heads of the Department have been aptly compared by one of my predecessors to those of an army organized in companies, without regiments or brigades, so that the company captain makes his report to the general commanding, and is subject to no supervision or control except such as can be directed from headquarters. It is obvious that an organization of this character is not likely to produce the best results.

Postmaster-General Wanamaker suggested the division of the country into a certain number of postal districts, and placing all the post-offices of each district under the immediate charge of a supervisor, who should have power to regulate all details of administration under such rules as might be prescribed by the Department, and with the cooperation of the regular post-office inspectors. Neither this plan, nor a similar scheme suggested by Postmaster-General Bissell, to appoint a superintendent of post-offices for each State, commended itself to the favorable consideration of Congress.

The manner of consolidating offices.

But my immediate predecessor found it practicable, without asking for any change in existing law, to put in operation a plan which tended to promote the discipline and efficiency of the service without enhancing its cost. This consisted in the consolidation of post-offices where two or more offices were immediately contiguous. The manner of consolidation is quite simple. One free-delivery office, after proper investigation, is selected by the Postmaster-General as the central office, and the other offices, without change of name or obliteration of their identity, are constituted stations or substations, and are placed in charge of a superintendent or clerk reporting to and directed by the postmaster of the central office with which they are consolidated. Thus in one instance during the last year as many as eight postmasters were dispensed with by one consolidation, and instead of there being nine independent

post-offices, each with its separate set of accounts, all reporting to and managed from the Department at Washington, there is now but one office brought into direct communication with the Department; increased vigilance of direct supervision is established, and concentration of responsibility is secured. The salaries of the postmasters of the offices changed to stations are abolished, and the superintendents or clerks placed in charge of them are paid out of the appropriation for clerk hire.

Wherever consolidations of this kind have been effected ^{Economy of consolidation.} the result has been a decrease in the item of salaries of unnecessary postmasters, an increase, of less amount, in the salaries of working superintendents and clerks, a net saving in the total cost, and a marked advancement in the discipline and efficiency of the service.

The development of this wholesale improvement in postal administration was checked to some extent by the insertion of the following clause in the law making appropriations for the postal service for the fiscal year 1896:

Provided, That no post-office established at any county seat shall be abolished or discontinued by reason of any consolidation of post offices made by the Postmaster-General under existing law, and any such post-office at a county seat heretofore consolidated shall be established as a separate post-office at such county seat: Provided, however, That this provision shall not apply to the city of Cambridge, Massachusetts, or to Towson, Maryland: And provided further, That hereafter no station, sub-station, or branch post-office shall be established beyond the corporate limits or boundaries of any city or town in which the principal office to which such station, sub-station, or branch office is attached is located, except in cases of villages, towns, or cities of fifteen hundred or more inhabitants not distant more than five miles as near as may be from the outer boundary or limits of such city or town in which the principal office is located.

I trust that this provision, which had its origin in local causes, will be repealed. ^{Repeal of restrictive legislation recommended.}

SALARIES OF POSTMASTERS.

In the adjustment of the salaries of first, second, and third class postmasters (ranging from \$1,000 to \$6,000 per annum) at the end of the fiscal year, under the provisions of an act passed March 3, 1883, it has been deemed advisable to verify the quarterly returns of the postmasters by comparison with the records of the Auditor for the Post-Office Department. But to do this under existing conditions requires the temporary withdrawal from the Auditor's office of nearly 16,000 quarterly returns. I approve the suggestion of the First Assistant Postmaster-

General that a change in the law be made which would lessen this labor.

The readjustments of salaries for the present fiscal year show an increase in the compensation of the 3,733 postmasters, falling under the provisions of the law, of \$230,800, and a reduction of compensation amounting to \$133,200, leaving a net increase of \$97,600.

RENTAL OF BUILDINGS.

Of the 914 post-offices and stations in the United States 240 were in Government buildings at the end of the fiscal year, and about twenty additional public buildings were nearing completion, which, when occupied by post-offices, will result in an annual saving of \$48,000. Eight hundred and thirty-two post-offices and stations and substations are in leased buildings, the rentals amounting to nearly \$800,000 a year.

Government ownership of buildings. It is estimated that a sum equal to double the present appropriation for rent for ten years would enable the Government to own every post-office and postal station now in a leased building.

In the meantime, and until Congress desires to take some action in this direction, it is suggested that a very great saving to the Government would result from authority to increase the period for which the Department is authorized to lease buildings for post-office purposes from five to ten years.

DEAD LETTERS.

Notwithstanding continued efforts on the part of this Department to enjoin upon the public reasonable care in the addressing of letters and precautions to insure the return, unopened, to the senders of any undelivered mail matter, the daily record of dead letters returned to the Department for disposal has averaged 20,000 for every business day in the year. It is a curious feature of this misdirected service that over 50 per cent of it comes from the great business centers. Twenty-eight thousand letters were mailed during the year without any address whatever. More than \$30,000, chiefly in small sums, were taken out of imperfectly addressed letters or found in communications addressed to persons or firms engaged in business pronounced fraudulent and denied the use of the mails. Twenty-three thousand dollars of this amount has either been handed back to the senders or delivered (when untainted by fraud) to the persons for whom the remittances

were intended, and \$4,000 is reported as remaining in the hands of postmasters awaiting delivery. These figures do not include drafts, checks, notes, deeds, and other valuable documents sent to the dead-letter office, which on their face represented a total value exceeding \$896,000.

The amount of money derived from dead-letter mail matter during the year and not returnable, which was turned over to the Third Assistant Postmaster-General for deposit in the Treasury, was \$8,302.

MONEY-ORDER STATISTICS.

The total number of money-order offices at the end of the year was 20,031. There were but 419 money-order offices in the United States in 1865, the year in which the system was established, and the cost of the service in that year was \$7,000 greater than the receipts. In the past fiscal year the receipts for money orders yielded an excess over expenses of \$790,000. The number of international money-order offices issuing orders upon foreign countries with whom we have money-order conventions increased 122 during the year, the total number being now 3,011. Both home and foreign service reflected the general business conditions. There was a falling off of about 4 per cent in the amounts remitted from the United States to foreign countries, and an increase of about the same proportion in the amount of remittances made in foreign countries to residents of the United States.

I heartily indorse the renewed recommendation of the First Assistant Postmaster-General, that suitable bonds should be required of clerks who handle money-order funds. The transactions of a system which involves remittances, foreign and domestic, amounting to at least \$190,000,000 a year are too vast to permit of methods other than those of undoubted security.

*Bonds for
money order
clerks urged.*

FREE DELIVERY.

Free delivery, the branch of the postal service which comes closer to the people than any other, has made notable progress. It was retarded somewhat during the fiscal year 1896-97 by insufficient appropriations, and though many cities which came within the requirements of the law by showing a population of 10,000 or more, or gross postal receipts of \$10,000 or upward, asked for inclusion in the free-delivery system, none could be admitted because the amount provided by Congress for that year was barely sufficient to supply the needs of the service as already estab-

lished. With the commencement of the present fiscal year a special appropriation became available for the extension of the city free delivery. All the more important offices now entitled to free delivery will soon receive the advantages of that service.

Several progressive movements in this service have been inaugurated or extended during the year, a detailed account of which will be found in the report of the First Assistant Postmaster-General.

FREE RURAL DELIVERY.

In the experimental extension of free delivery to the rural districts some interesting results have been obtained. This service, commenced in October, 1896, has been carried on for a year over selected routes in twenty-nine States under such varying conditions as to give the experiment the fairest and fullest test. Congress placed \$40,000 at the disposal of the Department for this purpose in the fiscal year 1896-97, and provided \$50,000 for a continuation of the experiment during the present fiscal year. It would be difficult to point to any like expenditure of public money which has been more generously appreciated by the people, or which has conferred greater benefits in proportion to the amount expended.

The response from each community in which rural delivery has been introduced is that, rather than have it discontinued after once experiencing its benefits, most of the people served would willingly defray the cost themselves, either by paying the salaries of the carriers or by submitting to an increase of postage for rural delivery.

Demand for
rural delivery.

The advantages of being able to receive a daily newspaper, so as to keep in touch with the news of the world and with the condition of the markets which regulate the price of their products, and the enhancement of comfort in having the mails collected and delivered daily at their homes instead of having to ride or walk in all inclemencies of weather to the nearest post-office or railway station, have been appreciated, and many expressions of gratitude have reached the Department from the beneficiaries of this system.

Another noticeable fact is the loyal service of the carriers employed in the rural districts. Though receiving a maximum pay of but \$300 a year and furnishing their own means of conveyance, many of those men ride 20 or 30 miles a day in all kinds of weather, over every description of road, and often across farms where there are no roads

at all, with cheerful alacrity. The farmers themselves facilitate the service as much as possible by placing boxes at convenient points for the reception of mail. In every instance the introduction of the service has resulted in an increase of the amount of mail matter handled. There is no doubt of the desire wherever the system has been tried that it should be made permanent. There is equally no doubt in my mind that, as stated in the report of the Committee on Post-Offices and Post-Roads of the Fifty-fourth Congress, the continuance of rural postal delivery "will elevate the standard of intelligence and promote the welfare of the people." It has unquestionably proved itself a potent factor in the attainment of what should be one of the chief aims of our Government, the granting of the best possible postal facilities to the farmer and his family, who have, in the past, and not without good cause perhaps, thought that the Government did not consider them entitled to improved service, while the residents of cities and towns, with infinitely more comforts in everyday life, are given every blessing that the Department can bestow.

Free rural delivery increases postal business.

It is due the farmer.

THE MAIL TRANSPORTATION SERVICE.

The extent of the mail service of the United States and the great demands which its continued and successful development make upon the capacities and fidelity of those actively engaged in the service can be shown in a condensed form by a few groups of figures taken from the tabulated statements annexed to this report.

The inland mail routes daily traversed by the postal service extend over 470,000 miles. The total number of miles traveled in the inland mail service during the past fiscal year was close upon 421,000,000 and the cost was \$49,862,074. That proper economy was maintained is shown by the fact that though there was an increase of over 11,462,000 miles in the distances included in the service the increase of expense was considerably less than 5 per cent—the smallest ratio of increase, with one exception, in ten years.

In detail the tables show that the transportation over railroad routes covered 173,475 miles, over which the annual mail travel was 273,190,356 miles—an increase of more than 1,250,000 miles, at an extra cost of less than \$1,230,000.

The advertised bids for the next fiscal year contemplate an extension of 2,700,000 miles of railroad mail travel in the States west of the Mississippi River.

Decrease in
rate of compen-
sation.

The compensation of railroad companies for carrying the mails is based on a system of quadrennial weighing. The adjusted pay to the companies for their services as mail carriers for the fiscal year was \$30,171,542. The increase of pay, based on a reweighing in the contract section embracing the States from Maine to West Virginia, was 8½ per cent. At the end of the previous four years the increase was 21¾ per cent.

Extension of
steamboat serv-
ice.

Steamboat mail service increased 4,488 miles in the length of routes; nearly 122,000 miles in the total number of miles annually traveled, with an increased cost of \$7,610. Some arrangements have been made for the extension of mail facilities to the Klondike region of Alaska and more are in contemplation.

The star-route service was increased during the year 4,045 miles in the length of routes, and 5,330,749 miles in annual travel, but at an increased cost of only \$28,000.

RAILWAY MAIL SERVICE.

Magnitude of
work performed
by railway mail
clerks.

At the close of the year the United States had in operation 1,239 lines of traveling post-offices on railways, steamboats, and cable and electric cars. Postal clerks and other employees to the number of 7,602 were engaged in this service. They traveled 178,730,672 miles during the year, to which the closed-pouch and express-pouch service added 104,098,324 miles. The postal clerks handled 16,256,663 pieces of registered mail during the year, and the enormous number of 11,571,540,680 ordinary letters and packages, and separated 462,469,640 city letters, etc., en route. The accuracy in the distribution is shown by the record last year of but one error to 11,960 pieces correctly distributed, an increase in proficiency of 21.51 per cent over the previous year. During the past ten years the amount of mail handled has increased 77.2 per cent, while the working force has increased but 48.6 per cent, and the pieces of mail handled correctly to each error in distribution has increased from 3,694 to 11,960.

Compensation
should be made
to families of
clerks disabled
in service.

A painful feature of the Railway Mail Service, which has been referred to frequently in the reports of this Department, is the liability of the clerks thus employed to accidental or violent death or serious injury, and the inability of the Department, owing to lack of authority in law, to make any compensation to the families of those who thus incur death or disability in the service. During the past year there were 14 postal clerks killed while on duty—a number that exceeds any other year in the history of the

service—33 seriously and 75 slightly injured. The total casualties were 589.

I renew the recommendation repeatedly made by heads of this Department for the reclassification of the Railway Mail Service. It is to be hoped that the bill which was passed by the last Senate will receive favorable action by both Houses at the next session of Congress. Reclassification needed.

There is great need of legislation to punish those persons who attempt to enter a postal car by violence, or who assault a railway postal clerk while in the discharge of his duties.

MAIL EQUIPMENT.

The appropriation for mail equipments for the current year amount to \$373,500; the estimates for the next year are \$42,000 less.

PNEUMATIC TUBES.

The appropriation act for the current year authorized the expenditure out of the mail-messenger fund of a sum not exceeding \$150,000 for the transportation of mail by pneumatic tubes. Accordingly; four contracts have been executed for such service, in addition to the tube which has been in operation in Philadelphia for several years. The new contracts provide for service in Boston, New York, between Brooklyn and New York, and an additional service in Philadelphia. Service by one of the circuits in New York, between the main post-office and the branch office in the Produce Exchange, was very recently inaugurated in a successful and highly satisfactory manner. It is expected that the additional service contracted for will be in operation in the near future.

ELECTRIC AND CABLE CAR SERVICE.

The annual rate of expenditure for this service on June 30, 1897, was \$183,038.43. Uniform rates of pay have been adopted based on space and mileage. The greater expedition to the mails secured by the transportation on electric lines creates an increasing demand for the extension of such service. There are more applications now pending in the Department for the establishment of electric-car mail service than can be met from the appropriation for the current year.

FOREIGN MAILS.

The sum required to be paid on account of the transportation of foreign mails during the past fiscal year was \$1,791,170. The appropriations for transportation were

\$1,825,000; for balances due foreign countries, \$120,000. The appropriation for the current year for foreign transportation is \$1,836,000, and for balances due foreign countries \$142,000. In the amount for transportation is included \$40,000 for transferring the foreign mail from incoming steamships in New York Bay. Under this authorization a contract was made for furnishing a steamer suitably fitted up, for the exclusive use of the Department, to meet all incoming mail steamships of the principal lines at quarantine in New York Harbor, receive the mails, and transport them at once to the piers convenient to the New York post-office and the several railroad stations. These mails are separated while on the special steamer so that much of the through mail is taken to the railroad station to connect with the first outgoing train. The time saved in this manner greatly expedites the delivery of foreign mails.

EXPENDITURES IN DETAIL.

The following are the items of expenditure for the service for the year:

Railroad transportation of the mails	\$28,965,763.52
Compensation of postmasters	16,917,621.65
Free-delivery service.....	12,911,261.79
Compensation of clerks in post-offices.....	10,376,105.73
Compensation of railway postal clerks.....	7,730,396.35
Star-route transportation of the mails.....	5,322,484.86
Railway post-office car service.....	3,361,313.76
Transportation of foreign mails.....	1,703,515.05
Rent, light, and fuel for first, second, and third class offices	1,512,406.90
Mail-messenger service.....	951,624.29
Manufacture of stamped envelopes.....	719,267.34
Wagon service.....	705,260.25
Steamboat transportation of the mails.....	401,262.95
Mail bags and catchers	343,324.59
Special-delivery service.....	333,057.80
Mail depredations and post-office inspectors.....	273,704.00
Balances due foreign countries.....	191,928.05
Manufacture of postal cards.....	171,575.03
Mail transportation—special facilities on railroads...	162,978.33
Manufacture of postage stamps.....	155,493.35
Electric and cable car transportation of the mails....	139,734.81
Miscellaneous expenses of post-offices, including office furniture.....	138,900.57
Registered-package, tag, official, and dead-letter envelopes.....	91,870.39
Additional compensation to Oceanic Steamship Company.....	80,000.00
Wrapping twine.....	79,971.63
Canceling machines	51,038.55

Stationery for post-offices.....	\$49,887.05
Mail locks and keys.....	41,964.13
Wrapping paper.....	39,380.00
Expenditures under seventeen smaller items of appropriation.....	154,149.66
Total expenditures.....	94,077,242.38

POSTAL REVENUE.

The following statement shows the revenue, by items:

Sales of stamps, stamped envelopes, and postal cards.....	\$78,959,545.66
Box rents.....	2,522,851.21
Money-order business.....	967,181.06
Letter postage paid in money, being principally balances from foreign postal administrations.....	154,322.81
Fines and penalties.....	26,579.29
Miscellaneous receipts.....	23,545.66
Receipts from unclaimed dead letters.....	11,437.04
Total receipts.....	82,665,462.73
Excess of expenditures over receipts.....	11,411,779.65

DETAILS OF ADMINISTRATION.

The business of the special-delivery service is steadily increasing, and yielded last year a profit to the Government of \$104,640. There were 4,382,082 special-delivery letters or packages handled.

The fees derived from the registered-mail service amounted to \$935,232, which was a decrease of \$40,156 as compared with the previous year. The total number of registered letters or packages was 14,559,083, of which 2,868,677 were official, and were registered free of charge.

An act approved February 27, 1897, authorized a limited indemnity to be given for registered mail matter lost in transmission, but made no specific appropriation for the payment of claims thus arising. An appropriation of \$6,000 is asked for this purpose.

The total number of postage stamps, stamped envelopes, and postal cards issued to postmasters during the year was 4,201,737,904, the value of which amounted to \$79,631,561.61.

A new contract has been entered into for the manufacture of postal cards, at a saving of \$50,000 a year.

In connection with the increased transportation of second-class matter, elsewhere discussed, the report of the Third Assistant Postmaster-General gives the following particulars:

Total weight in pounds of second-class matter mailed on which postage was paid.....	310,658,155	Weight of second-class matter.
Total weight in pounds of second-class matter mailed free in counties of publication.....	54,822,027	
Total weight in pounds.....	365,480,182	

It is recommended that authorization be given to abandon the use of special stamps in connection with the mailing of newspapers and periodicals by publishers and news agents, and that returns be hereafter made in the shape of duplicate receipts.

"Newspaper" stamps should be abandoned.

Prepayment of postage should be required in all cases.

Under existing law all matter is required to be fully prepaid when mailed, except letters, which may be dispatched, regardless of weight, if a single rate of postage, 2 cents, be prepaid, the postmaster at the delivering office being left to collect the deficiency from the addressee. For various reasons these collections are frequently not made, and considerable loss of revenue occurs. It is suggested that no good reasons now remain why letter mail should not be placed on the same footing as all other kinds of mail, and full payment of postage be required in advance. I therefore recommend legislation to this effect.

Contract for making postage stamps will soon expire.

The four years' contract entered into with the Bureau of Engraving and Printing of the Treasury Department for the manufacture of postage stamps will expire with the close of the present fiscal year. It will therefore be necessary either to make a new contract with the Treasury Department, or to intrust the work to private firms, as was formerly the practice, or, if neither of these courses be adopted, for the Post-Office Department to be empowered to establish a manufactory of its own, and thus procure its supplies independently of any other Department or of any private institution.

The total amount allowed to postmasters for losses resulting from fire, burglary, etc., during the last fiscal year was \$119,350.90. Of this amount \$15,750.45 was for postal funds, \$90,722.66 for postage stamps, and \$12,877.79 for money-order funds. The greater part of the losses—\$94,363.59—resulted from burglary; \$14,185.31 from fire; \$1,832.71 lost in transit; and the balance from unavoidable casualties, not resulting from any fault or negligence on the part of the postmaster.

POST-OFFICE STATISTICS.

The records of the Department show that during the year there were 1,601 post-offices established, a decrease of 445 from the number established last year; 939 were discontinued, which was 811 less than the number of post-offices discontinued in 1896. There were 3,762 Presidential post-offices on June 30, 1897, an increase in that class of offices of 127 over 1896; of fourth-class offices there were 67,260, an increase of 535 over the previous year. The total number of post-offices of all classes on June 30, 1897, was, therefore, 71,022, an increase of 662 over the year 1896.

APPOINTMENTS.

Appointments of postmasters were made during the year to the number of 15,406, 647 of which were Presidential offices, divided as follows: On resignations, 70; on deaths, 40; on expiration of commission, 214; on removal, 129; on offices becoming Presidential, 194. Of the 14,759 appointments to fourth-class offices, 7,299 were made on resignations, 722 on deaths, 4,293 on removals at expiration of four years, 822 on removals, 22 where offices were reduced in grade from Presidential to fourth class, and 1,601 on establishment of new offices. During the year 158 fourth-class offices were advanced to the Presidential grade, while 22 of the latter class were relegated to fourth class.

BONDING OPERATIONS.

Two sureties are required on the bond of a postmaster, and until recently it was the practice of the Department to accept none but individuals, one of whom should be a patron of the office, on such bonds. Authority was given by act of Congress approved August 13, 1894, to accept bonds executed by surety and trust companies for postmasters and other postal employees. It has been thought best, however, to accept such bonds for but one-half of the penalty, and this only in the case of Presidential offices, as it was believed that instances would be rare where a worthy postmaster of the fourth class would be embarrassed in securing individual bondsmen.

The aggregate amount of the penalties of all postmasters' bonds now in force is, in round numbers, \$125,000,000. The penalties of the bonds which were approved during the fiscal year amounted to \$33,602,900. The loss sustained by the Government by reason of the invalidity of the bonds of postmasters was very small, being only \$9,843.21. During the year there have been 13,111 bonds given upon the appointment of new postmasters, and 4,798 new bonds have been required of incumbent postmasters. One thousand five hundred and ninety-six postmasters have been reported to the Department by the Auditor for delinquencies.

Magnitude of
bonding opera-
tions.

LOSSES OF REGISTERED MAIL.

Out of a total of 13,750,000 pieces of registered mail handled by postal employees during the fiscal year there were but 5,626 complaints of loss, being less by 191 than the number received the previous year. After investigation of 4,275 complaints, no loss was found to have been suffered in 2,755 of them, and in 1,067 the full amount of loss

alleged was recovered, leaving only one loss for every 22,840 pieces of registered mail handled, a marked decrease in the percentage of losses as compared with the previous year, the record of which was one loss in every 16,254 pieces handled.

LOSSES OF ORDINARY MAIL.

During the year there were 66,778 complaints received affecting this class of cases; 35,774 referred to letters, 31,004 referred to packages—an increase of 2,165 over the number of complaints received during the previous year. There were on hand at the beginning of the fiscal year 23,177 cases, which, added to the number received during the year, give a total of 89,955 cases considered, of which 66,600 were disposed of.

In the handling of the 22,117 miscellaneous complaints affecting the employees of the service or the conduct of its business, post-office inspectors during the year collected \$315,035, or \$15,035 more than the whole amount appropriated for the investigation of mail depredations and salary of post-office inspectors for the year. The number of burglaries of post-offices and highway robberies of the mails reported was 3,168, an increase of 41 over the previous year.

FOREIGN CASES.

There were 19,459 complaints of loss in mail matter passing to and from this country and foreign nations, including cases on hand and complaints received during the year, of which 15,373 were investigated and closed.

LOSSES RECOVERED.

At the beginning of the fiscal year \$2,137.55 remained on hand of money recovered by post-office inspectors from thieves or their friends or collected from employees of the service whose neglect or carelessness contributed to the loss. During the year the sum of \$8,426.52 was received from the same sources, making a total of \$10,564.07. Of this amount \$8,975.03 was returned to the rightful owners, leaving a balance of \$1,589.04 still in the custody of the Department on July 1, 1897.

ARRESTS FOR OFFENSES AGAINST THE POSTAL LAWS.

The number of arrests for offenses against the postal laws made during the year was 1,632. Of this number, 105

were postmasters, 44 were assistant postmasters, 47 clerks in post-offices, 11 railway postal clerks, 24 letter carriers, 30 mail carriers, and 11 others employed in minor positions in the postal service. The number of post-office burglars arrested was 348, and the remaining 924 were persons in no way connected with the postal service. Of the total number of arrests (1,632), 912 cases were disposed of in the United States courts, 583 resulting in convictions.

AMENDMENTS TO LEGISLATION NEEDED.

The following recommendations of the Fourth Assistant Postmaster-General for changes in existing laws as to postal administration, some of which were also made by his predecessor, are submitted with my approval:

That the statute relating to bail bonds be amended so as to make the bond a lien against the property scheduled therein, in order to guard against the transfer of such property with fraudulent intent.

That an amendment be enacted to extend the same punishment now provided for postmasters to assistant postmasters or clerks making false claims of cancellation.

That articles found loose in the mails be sent to the office of the inspector in charge of the division in which such articles are found, for identification with complaints of losses on file in his office; such articles to be held at division headquarters for one year, and if not identified within that time to be forwarded to the Dead-Letter Office.

Holding lost mail matter for identification.

That the inquiry division of the post-offices in the larger cities where there is a division headquarters be placed under the direction of the respective inspectors in charge of such division. This, I am satisfied, would result in saving much time, labor, and expense.

That an amendment be enacted making the depredations of railway postal clerks a continuous offense, in order to avoid the difficult task of proving in which particular district the offense was committed.

A "continuous offense" law should be provided.

That a similar provision making the offense continuous be extended to the use of the mails for what is known as the "green-goods fraud;" also, for the offense of sending obscene matter.

That an increase of \$30,000 be made to the allowance appropriated for mail depredations and post-office inspectors for the fiscal year ending June 30, 1899.

That appropriation be made for a new edition of the Postal Laws and Regulations.

That, in order to provide greater safety and security to letters sent in the registered mails, both foreign and domestic, a special stamped envelope of superior material, of the denomination of 10 cents, be provided.

BONDING OF SUBORDINATES IN POST-OFFICES.

Assistant postmasters and subordinates in post-offices who handle public funds are not bonded direct to the Government, and the taking of security for the proper discharge of the duties of their offices is in all instances a personal matter with the postmaster for his own protection, and is not required by law. In view of the fact that the courts hold that a postmaster is not responsible on his official bond to the Government for any losses that may occur by reason of the defaults or negligences of his subordinates, provided he has exercised due care in the selection of the same and in the supervision of the business of his office, the necessity of requiring bonds of assistant postmasters and other employees in post offices is apparent. Assistant postmasters in large post-offices possess practically all the authority of the postmaster. The assistant postmaster is the actual business manager of the office and has the greater insight into its general business, and yet he is, neither by statute nor regulation, under any direct responsibility to the Post-Office Department by bond or otherwise. The same objection exists as to all other employees of post-offices, many of whom handle large sums of money and have important duties to perform.

All who handle money should be bonded.

I therefore urgently recommend that assistant postmasters and all other subordinates of post-offices who handle public funds should be required by law to execute bonds to the United States in a sum to be determined by the Postmaster-General, as in the case of postmasters. This requirement might be limited to post-offices of the first, second, and third classes.

UNIVERSAL POSTAL CONGRESS.

At the fourth congress of the Universal Postal Union, held in Vienna in 1891, it was agreed that the next meeting should be held in the city of Washington in 1897. Accordingly, on the 5th of May I had the honor of declaring open the fifth postal congress of the world, in which every country except the Dominican Republic and the Orange Free State was represented by duly empowered delegates.

I appointed as delegates on the part of the United States Hon. George S. Batcheller, Edward Rosewater, Hon. James N. Tyner, Capt. N. M. Brooks, and Hon. A. D. Hazen. Mr. Batcheller was chosen president of the congress.

The delegates from other nations were, as a rule, the heads of the postal service of their respective countries.

A comprehensive sketch of the congress and the result of its labors is given in the Report of the Superintendent of Foreign Mails, so that it is only necessary for me to state here that the principal objects aimed at were (1) to liberalize still further the facilities for postal intercourse between the countries and colonies of the world by removing unnecessary restrictions; (2) to reduce the cost of transporting the mails over the territory or through the waters of intervening countries; and (3) to induce the countries still remaining outside to enter the Postal Union.

Objects of the Congress.

In pursuance of the first of these objects it was agreed that the limit of weight of packages containing "samples" be increased; postal cards issued by private parties recognized as "postal cards;" specimens of natural history admitted to the mails at a reduced rate of postage; and uniform colors adopted for postage stamps of certain denominations, viz: Dark blue for the 5-cent, red for the 2-cent, and green for the 1-cent stamp.

Agreements reached.

In pursuance of the second object, the rates to be paid for the conveyance of mails by means of the service of intermediary countries are reduced on a sliding scale for six years, or until the next postal congress assembles.

In pursuance of the last object, the delegates of Korea agreed to sign the convention; the delegates of China announced that that country would adhere to the convention before it should go into operation on January 1, 1899, and official advice to the same effect was received from the Orange Free State, so that when the Universal Postal Convention of Washington becomes operative the exchanges of mails between all the countries of the world will be governed by the stipulations of a single treaty.

An important treaty negotiated.

It was eminently fitting that this result should be attained by a postal congress sitting in this city, for from Washington went out the invitation which resulted in the International Postal Conference held in the city of Paris in 1863, which contained the germ of a postal union, so happily consummated in the Universal Postal Convention concluded at Berne in 1874.

The late congress continued its sittings for six weeks, the closing session being held on the 15th of June, when it

adjourned without day after designating the city of Rome, Italy, as the place of meeting of the next congress in 1904.

During the progress of their labors here, the distinguished delegates were appropriately honored and entertained both by representatives of this Government, as well as of Great Britain, and by private citizens; and at the conclusion of the convention they were conducted over a large area of the country and were hospitably received in a number of the leading cities.

Great results
accomplished.

The agreements of the postal congresses do not affect domestic mail regulations; they relate exclusively to foreign mails, and consequently their importance is not generally appreciated. Nevertheless, it is a great achievement, reflecting much credit upon its authors, so to harmonize the many conflicting systems of the world, as to lead every civilized country thereof to sign a single treaty, to adopt the same rates, and to employ uniform methods, to the end that all nations may enjoy the advantages of an efficient postal service.

I am glad that the United States has had the honor of entertaining the Fifth Postal Congress; and that the delegates to the Congress have no cause to regret that Washington was selected as the place of their important labors.

POSTAL SAVINGS DEPOSITORIES.

I have been interested for many years in the suggestions made by several of my predecessors in respect to postal savings depositories, and I believe that the time is ripe for their establishment in connection with other duties of this Department. The adoption of a well-organized system would, in my judgment, confer a great boon upon a large number of people and would ultimately prove of inestimable benefit to the whole country.

Vast sums of
idle money.

A large amount of money is undoubtedly secreted by people who have little or no confidence in ordinary securities and monetary institutions organized by private citizens. It is unnecessary to discuss the reasonableness or unreasonableness of their distrust; the fact that it exists is a matter of common knowledge. The amount so hoarded throughout the land can not, in the nature of things, be estimated with accuracy; and yet undoubtedly it aggregates many millions of dollars. Beyond serving as a fund upon which to draw in case of necessity it is of little or no use. It is dead capital; but if its owners could be inspired with absolute confidence in the security of an investment, it is altogether probable that the bulk of this fund would

find its way into the channels of trade and commerce, thus adding greatly to the welfare and prosperity of the country. If money is the blood of commerce, then anything which tends to increase its circulation strengthens and builds up the commercial system.

It is reasonable to suppose that if the Government undertook the task of providing for the investment of this money and caring for the accumulations of interest thereon in behalf and solely on account of the investors the latter would gladly accept the service offered them. No question as to the security would disturb them, for the faith of the people in their Government is unbounded. Their little savings, which separately could hardly be put out at interest, would amount in the aggregate to a sum that could be invested to their advantage. Provision could be made for the withdrawal of deposits in case of necessity or for any other reason, so that to the individual would inure the benefit of the postal exchange and the increment of interest arising from the investment, and to the country would accrue the benefit of the circulation of capital hitherto unused and in that sense useless.

The establishment of a postal savings system would tend inevitably to the cultivation of thrift in a large class of people. Through its instrumentality, those who have been improvident in little things and who have not learned from experience that money makes money, will be educated slowly but surely to save a surplus over and above their living expenses, to the end that a fund may be created which will provide for them when sickness or old age overtakes them. When they realize that their savings may be so utilized under the direction and care of their Government that even small amounts will earn money for them, it is but reasonable to suppose that they will be incited to greater exercise of thrift and industry. They would soon come to understand the advantage of depositing with the Government their surplus earnings, instead of expending them wastefully and, therefore, uselessly. If but a small percentage of the money a young person expends unnecessarily, in the many ways known to all, could be saved and wisely invested, there would be a competency at hand when old age comes. The battle of life would be less difficult to fight with the knowledge of reserve forces at hand. The habit of thrift thus formed would result in providing ample means for the enjoyment of the real pleasures of life, while laying in store provision for possible future disaster and infirmity.

Faith in the Government unbounded.

Incentive to thrift and provident care.

In my judgment, the establishment of postal savings depositories would tend to better citizenship. If the masses of people were thrifty and saving in their habits, they would more likely be contented and happy; and if their hard-earned savings could be placed in the hands of the Government, in the welfare of which they are all so deeply concerned, it is reasonable to believe that they would come to a better realization of the duties they owe to their country and consequently to each other. The union of common interest would surely result in a broader, wiser, and more useful citizenship. The successful operation of a postal savings deposit system would bring into closer relationship the Government and its citizens and result in the development of practical and enduring patriotism. The citizen who feels that he has a personal interest in the affairs of government beyond the payment of his share of taxes and the discharge of those other duties common to all, is of more value to the community and the nation than one whose conception of citizenship means merely the performance of those duties.

Conducive to
better citizen-
ship.

Invest an individual with a selfish interest in the maintenance of the nation's credit, and although he may have been careless and improvident, he will at once be transformed into a conservative and dutiful citizen, charged with the inspiring obligation of voting intelligently upon all questions affecting the welfare, the stability, and the perpetuity of the Government. It would bring to him a keener realization of the fact that between him and the Government there had been established a species of partnership, imposing upon him peculiar obligations which he would be prompted to respect.

The advantages to result from the adoption of a system so promising in the growth of patriotic sentiment and good citizenship, in my opinion, constitute a powerful appeal to statesmanship to provide by law for the application and the spread of its beneficent consequences. With the multiplication of depositors would come the elevation of the standard of citizenship, the cementing of the ties that bind the people to the Government, the strengthening of the public credit, and the ultimate betterment of all concerned.

It is not an ex-
periment.

The proposition of a postal savings system is not new. It has been repeatedly urged upon Congress by a number of my predecessors during the last quarter of a century, but for some reason Congress has failed to provide the necessary authority for the introduction of the system. Using the post-office for the collection, employment, and

augmentation of the small savings of the people is no longer an experiment. It is an accomplished fact in nearly every country in Europe, in the British dependencies of both hemispheres, and even in Hawaii. In Great Britain 7,000,000 depositors have upward of \$550,000,000 in savings accumulated during thirty-five years; and in ten years fewer than 10,000 Hawaiian depositors saved nearly \$1,000,000. Canada, whose savings banks in 1867 held less than \$3,500,000 as the accumulations of a century, inaugurated a system of postal savings depositories in 1868, and in twenty years the deposits exceeded \$22,000,000. These vast accumulations have been made with the least possible loss to the Governments, which guarantee their repayment, and with a minimum of cost to the millions of depositors. At the end of 1895, Great Britain, after paying interest at the rate of $2\frac{1}{2}$ per cent and covering all losses incurred, held \$3,500,000 in undivided dividends.

It has been reiterated that the American people know how to make money but not how to save it. The latter knowledge has been brought home to millions in Europe by the postal savings depositories. The lesson which was taught to the children has become the practice of their mature years, and saving is easy. It has made capitalists of the workingmen, of their wives and their children. More than a third of the postal savings accounts in European offices are held by minors, and more than two-thirds are held by those who toil with their hands and who follow the most humble callings. It is essentially the bank of this class. There is no other channel which could so completely reach all the people. It is true that in the more densely settled portions of our country there are located over a thousand savings banks, which have attracted nearly 5,000,000 depositors, and now hold more than \$1,900,000,000 in savings; but two-thirds of the banks, and even a larger portion of their depositors, belong to New England and New York. These answer the purpose as far as they go, but the postal savings depositories would, in my judgment, in no way conflict with these institutions, and their principal usefulness would be in the wider dissemination of facilities for depositing savings in modest sums, and their primary object would be to create the habit of saving rather than to accumulate large sums of money.

Postal savings
accounts chiefly
owned by work-
ing people and
minors.

It is often urged that whatever can be as well done by private enterprise as by the Government should never be entered upon by the latter, but a century of demonstration

Inadequacy of
private enter-
prise.

has shown that private enterprise can not supply even adequate means of exchange, let alone the great instrument for the collection and increase of the small savings of the people. Private enterprise, aided and sustained by the Government, with its mantle of security thrown about the national banks, has not been able to keep pace with the growth and needs of the country. While the frontier settlements of Finland, Algiers, South Africa, India, Ceylon, South and West Australia, Tasmania, New Zealand, Hawaii, and British Columbia are enjoying the blessings of banks of exchange and of interest-paying depositories, private enterprise in this country has left the people of many old communities, and in a few cases of almost entire states, without any facilities whereby they may protect and invest their hard-earned savings.

Using the
money-order of-
fices as banks.

The sole convenience which these people have enjoyed and are using to-day is the facility for exchange afforded by the money-order system of this Department. If additional argument is necessary for the postal-savings scheme it can easily be deduced from the operations of this remarkable system. During the current year more than 52,000,000 transactions were made in the 21,000 offices of this class, and nearly \$200,000,000 were received, transmitted, and paid out. Millions of money orders were bought to be used by the buyers as drafts and certified checks are employed, for safe and convenient carriage. Money orders were bought to secure a safe deposit for the cash in the absence of trustworthy banks. In one instance twenty-five orders for \$100 each were bought with cash drawn from a collapsing bank. The money-order system has become to a large extent the poor man's exchange, and the man of means is often constrained to resort to it for want of banking facilities.

Money-order
offices largely ex-
ceed banks.

Two-sevenths of all the post-offices in the country are money-order centers, and not only is the country covered by them with almost geographical evenness, but nearly every civilized country of the world also can be reached by them. The number of money-order offices has been more than doubled during the last eight years, and the system will be vastly extended, especially in the Mississippi Valley and beyond, during the next few years. In several of the newer States the number of offices will be doubled; already they largely exceed the banks. In Massachusetts, the most highly organized State in the Union in respect to finances, there are 606 money-order offices and only 487 banks of all classes. New York, which comes next, has

1,757 money-order offices to 728 banks. Alabama, which ranks at the bottom with 40 banks, contains 329 offices handling money orders. Five other States, selected at random, are equipped as follows: Maryland, 105 banks, 279 order offices; Illinois, 261 banks, 705 order offices; Texas, 237 banks, 792 order offices; Kansas, 511 banks, 710 order offices, and Montana, 76 banks and 127 order offices. There are more than twice as many such offices as there are banks, and soon there will be three times as many.

It must be apparent, therefore, that as a medium of exchange the banks, numerically, fall far short of the money-order system and, distributively, their failure is even more pronounced. If, by appropriate legislation, these offices could be converted into savings depositories for the people, they would soon afford infinitely more facility for receiving interest-bearing deposits than the interest-paying banks do now. Vast as the money-order system is, its machinery in this Department is very small. The Bureau contains 46 employees of all classes and the Auditor's office 330. It is more than self-supporting, notwithstanding the repeated reductions made in the fees, and for the last current year its profits netted nearly \$1,000,000. The system furnishes the machinery which, in its equipment, methods, economy, and comprehensiveness, could be adapted with the smallest possible friction or increase of agents to the duties of a postal-savings depository.

Economy of the money-order system.

DETAILS OF MANAGEMENT.

Foreign countries furnish us an object lesson, which it would be well for us to consider. The postal-savings system was first put into operation by Great Britain in 1861, largely through the instrumentality of Mr. Gladstone. Canada followed in 1868; Belgium, 1870; Japan, 1875; Italy, 1876; Holland, 1881; France and India, 1882; Austria, 1883; Sweden, 1884, etc. During this period nearly every English colony followed the example of the mother country. The history of the system wherever applied has been marked with success and prosperity. Intelligent thrift has taken the place of ignorant waste and recklessness; the shiftless have become self-supporting, and the frugal have attained a competency. This is the uniform testimony. The methods of operation are much alike. All of them pay interest on the deposits, varying from $2\frac{1}{2}$ per cent in Great Britain to $4\frac{1}{2}$ per cent in Hawaii; average, $3\frac{1}{8}$ per cent, or about one-half per cent below the average paid by American savings banks.

The most popular coin fixes the amount of deposit.

Since the object is to attract those with the smallest means, nearly every country permits as the minimum amount of deposit its most popular coin, varying from 5 cents in India to \$1 in Canada. The British depositories accept the shilling, the French the franc, the Austrian the florin, the Swedish the crown. Several of the countries, to enable the children to lay up enough for the minimum deposit, allow the sale of stamps at a rate based upon the smallest unit of money in vogue.

The maximum deposit varies from \$285 in France to \$2,435 in New Zealand. Deposits over that amount are non-interest bearing, and in several countries the surplus is by law invested in national bonds. The deposits in many cases are small; for example, in 1895, in Austria, 30 per cent of them were for 20 cents, 23 per cent between 20 cents and \$1; in Canada, 37 per cent fell below \$10, and in the Netherlands 43 per cent were for less than \$4.

Popularity of postal savings.

The accounts are likewise small in the majority of cases. In Belgium, 60 per cent show a balance of less than \$20; in France, 36 per cent, \$4; Victoria, 45 per cent, \$5. In India, 90 per cent of the depositors are natives. In England and New Zealand 1 out of 5 persons is a depositor; in Ireland and Scotland, 1 out of 15; in Sweden, 1 out of 12, and in Austria, 1 out of 21. In the latter country, 54 per cent of the depositors are under 20 years of age.

Holland, Sweden, Belgium, Austria, Finland, and the Netherlands have the system managed by boards of directors. Great Britain, France, and Italy control the depositories by department or bureau. In Great Britain the departmental force slightly exceeds 300, and that of Sweden is fewer than 50.

Small cost of management.

The average cost of management in 1895 is given in a few countries as follows: Canada, 0.22 per cent of the mean amount of deposit; France, 0.45 per cent; Great Britain, 0.44 per cent; the Netherlands, 0.48 per cent; Sweden, 0.40 per cent. France made a profit that year of \$170,000 in handling 2,500,000 accounts, aggregating \$143,000,000, after paying 3 per cent interest. Great Britain earned a surplus of \$83,000, after paying 2½ per cent interest on \$480,000,000, made up of 6,500,000 accounts. The average commission paid to postmasters is one cent per deposit.

Each depositor is given a pass book and no depositor is allowed more than one account. This account may be settled and withdrawn from any depository in the country. The telegraph is coming into use as a means of withdrawal.

In Europe, where areas are small, the money is usually deposited in a central or Government bank at the capital of the country. It is invested, first, in Government bonds; second, in municipal bonds; third, in real estate; and, finally, in a great variety of channels; but in all of them with the approval and under the guarantee of the Government.

Investment of
the savings.

SOME OBJECTIONS ANSWERED.

For several months the question of establishing the postal savings depository system in the United States has been discussed in the press throughout the country, and I have noted the comments with great interest. I find the most aggressive opponents are found among those private institutions that are engaged in a somewhat similar enterprise. While the newspapers, the people, labor and agricultural associations are almost unanimously in favor of the system, here and there are local bank associations adopting resolutions in opposition. This is not true of the associations of the larger cities, whose managers see in the proposed system a valuable feeder to the financial currents of the country. They appreciate, as must every one conversant with the operations of postal savings in other countries, that it would be a help and not a hindrance to ordinary banking; that the low rate of interest, which must be an essential part of the scheme, would preclude the postal depositories from competition with the savings banks proper; that the small amount of deposit permitted would be no temptation to the class of people now patronizing the banks, and that the postal system would attract an entirely different class of customers from those using banks to-day.

Postal savings
depositories do
not interfere
with banks.

It is claimed that it would take money out of communities already suffering for want of currency. On the contrary, it would gather together the money now hidden and idle in every community, and enable each of them to get the use in bulk, at the shortest possible notice, of all the reserve capital in the community. While the funds thus gathered from the community would probably be sent to the financial centers, they would be returned, through safe and proper channels, to move the crops and to perform their other customary duties.

It would in-
crease the cash
available for
business.

It would interfere with the checking business of existing banks, is urged by others. Already the money-order system does that to an enormous extent—more than 26,000,000 money orders were issued last year—to the con-

venience of millions who had not enough capital to secure banking facilities.

It would not materially increase the patronage of this Department.

It would unduly increase the patronage of the Post-Office Department, it is contended. It was shown above that such increase would be slight. The present machinery of the money-order system would practically perform the additional labor for years to come. Making depositories, for the savings of the people, of thousands of post-offices would tend to elevate the standard of that class of postmasters. Their bonds would be enlarged and, therefore, their quality would be improved. The business itself would be conducted with more safety to the depositor than it is now by private institutions. This may be inferred from the greater security the national banks afford than their private competitors do. A recent report of the Comptroller of the Currency shows that the failures among national banks, as compared with those of all other classes of banks, are as 1 to 30.

Other opponents cry "paternalism." All government is more or less paternal, in that it takes care of the interests of the people. Carrying the mails, excluding disease-infected vessels from the harbors of trade and commerce, preserving the peace, providing for public education, subsidizing agricultural colleges, maintaining agricultural stations, and making Weather Bureau predictions, are all of them paternalistic.

Some affect to see the specter of centralization in the postal-savings system. It is true that it operates directly to centralize capital, but only that it may be redistributed and thus put to use. I beg to call attention to the trenchant reply made to this objection by one of my predecessors, Mr. Creswell, in 1873:

Charges of centralization and unconstitutionality refuted.

If to establish postal savings depositories would be in violation of the Constitution, there is an end of the matter at once. If, on the contrary, such action would not be unconstitutional, then the only question is whether their establishment would on the whole be advantageous for the people and the Government. Since the National Government has assumed to organize and control the banking of the country, and has found warrant of law for undertaking the transmission of the people's money through the mails, it would appear that it is only discharging its whole duty and completing its financial work by providing for the safety of the small savings of the industrious and frugal poor. If, in addition, it can be shown that postal savings depositories will serve to fortify the national credit, make more equal the financial operations of the country, cultivate habits of thrift among the industrial classes and illustrate the excellence of our institutions by protecting and augmenting the accumulations of self-denying toil, and thus in time merging the workman into the cap-

italist, the cry of centralization can not be made to drown the voice of the people in their demand that the Government of the United States shall execute for their benefit the high offices enjoined upon it by the Constitution.

The system is pronounced impracticable by some, for the alleged reason that this country, fortunately unlike the European examples cited in this report, has not enough of a national debt to absorb the hidden savings of the people. There is enough of a national debt, if it should be used for that purpose, to afford investment for such savings during the next ten or fifteen years, after which the wisdom gained from experience may be safely intrusted with the problem of finding other fields of investment in this great and growing country.

National debt large enough for immediate purposes.

It may not be out of place to recur in this connection to the fact that the security, and not the rate of interest, is the primary and essential condition of a successful postal savings system. It is upon this proposition that all the systems of Europe are based. The rate of interest would necessarily be low, if not the lowest in the market, and consequently the investments would invite the very best securities. In loaning money the minimum rate of interest insures the maximum degree of safety, and the application of this principle to postal savings will inevitably lead to channels of investment both ample and secure.

Security, and not the rate of interest, the essential requirement.

It is a matter of daily occurrence in courts of chancery for orders to issue, directing guardians and trustees to invest the moneys of widows, orphans, and other wards in the bonds of States, counties, and municipalities, and even in real estate. If these channels of investment could be judiciously opened to the proposed savings they would furnish an illimitable field for the accumulations of the future.

State and municipal bonds afford safe investment.

A suggestion made by several of my predecessors is that a part of the postal savings could be profitably devoted to the erection of public buildings for the use of the Government. Perhaps at no time in the history of the Government was the necessity for such buildings so great as at present. This Department alone is paying approximately \$1,300,000 in rentals this year, the bulk of which, \$800,000, is expended for 832 buildings, leased outright, for the use of first, second, and a few third class post-offices in towns where the Federal Government owns no buildings or where the buildings owned are inadequate for the service. The total expenditure for rents by the Government during the last fiscal year closely approximated \$2,000,000. All the Departments and Congress are paying annually for the

Investment in needed public buildings.

rent of buildings in this city more than \$200,000. The Government is paying rent for buildings at a rate equal to and ranging from 5 to 10 per cent of their value, when it could erect and occupy better buildings at a cost not exceeding one-half of the lower rates.

Cooperation
with the friends
of the proposi-
tion.

I do not deem it necessary at this time to enter into a discussion of the details of a postal savings system. That can be done more profitably when the proposition culminates in Congressional debate and enactment. All I desire to do is to present the subject in a general way in order to show my sympathy with the movement, now so prominent, and to indicate, in conclusion, my purpose to cooperate with the friends of postal-savings depositories, and to contribute, by suggestion and information, to the best of my ability, toward the establishment of a judicious and practical system of collecting, employing, and augmenting the smallest savings of the people, to the end that comfort and happiness may follow, as they ever do, upon the heels of thrift and industry.

I have dwelt upon this subject at considerable length, and trust that you will concur in the conclusions reached.

It gives me pleasure to note, in this public manner, the uniform testimony of the public as to the courtesy and intelligence of the great army of workers engaged in this service, and I appreciate, too, that I have been ably supported in my brief experience here by my assistants and by many others charged with the exacting responsibility of directing the work.

I have the honor to be, very respectfully, yours,

JAMES A. GARY,

Postmaster-General.

R E P O R T
OF THE
ASSISTANT ATTORNEY-GENERAL
FOR THE
POST-OFFICE DEPARTMENT.

FISCAL YEAR ENDED JUNE 30, 1897.

REPORT
OF THE
ASSISTANT ATTORNEY-GENERAL FOR THE POST-
OFFICE DEPARTMENT.

OFFICE OF THE ASSISTANT ATTORNEY-GENERAL
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., October 27, 1897.

SIR: I have the honor to submit this report on the operations of this office for the fiscal year ended June 30, 1897, prefacing it with the suggestion that no report, however voluminous, could convey an adequate idea of the extent of the business which here passes under review, nor a complete conception of the importance of what is done. No expenditures are made upon the direct or remote order of the Assistant Attorney-General, save such action as is taken by him in the examination of the claims of postmasters for losses by fire, burglary, and unavoidable casualties, in accordance with the provisions of law, and his recommendations to the Postmaster-General favoring the allowance or disallowance of such claims. But no transactions of great or small magnitude occur in any bureau or division of the Department which are not liable to be referred to him for advice, and, as a matter of fact, many of them are thus brought to his official notice. So the most important portion of his duties relates mainly to departmental affairs, the construction of statutes, the application of the law to cases, the determination of the rights of parties in connection with departmental action, and the delineation of the powers conferred upon the Postmaster-General and his official staff, together with the construction of regulations and their conformity or nonconformity to the law, all subjects which can not be intelligently or satisfactorily explained or described in such a report as this.

During the fiscal year under review 244 "fraud orders" (issued under the provisions of amended sections 3894, 3929, and 4041, Revised Statutes, commonly known as the "lottery law") were prepared in this office, sanctioned by the Postmaster-General, and made operative by his signature, only 12 of them having been so prepared and approved since May 8 last, when I entered upon the discharge of my official duties, the remainder (232 in number) having been prepared by my immediate predecessor. Of these, 54 were duplicate orders—that is to say, orders relating to the same parties, which operated at different points, thereby requiring notice to the several postmasters at these points; 24 of these

orders applied to lotteries operating as bond-investment schemes, 27 to lotteries of a miscellaneous character, and 193 of them to schemes devised for fraudulent purposes, or, in the language of the law, "for obtaining money or property of any kind through the mails by means of false or fraudulent pretenses, representations, or promises." Sixty-four of these orders were, subsequent to the date of issue, revoked for different reasons, the majority of them because the parties against whom they were directed had abandoned the business. At the close of the fiscal year 180 of said orders remained in existence.

In the execution of the lottery act the Department has been supported by the uniform vigilance of the inspectors' force and the watchfulness of postmasters. The courts have also construed the law strictly, and in the several decisions rendered they have passed upon every material feature thereof, holding them all to be constitutional, thus sustaining the Department in every view expressed and every order issued. So fortified, such vigorous war was waged against all lottery concerns, whether acting under charters derived from States or without charters (especially the Louisiana Lottery, intrenched behind the bulwarks of the constitution and laws of that State), as to cause their disbandment and abandonment. These were succeeded by a crop of other notorious schemes denominated "bond investment," "mutual investment company," "guaranty stock investment company," "debenture company," and other businesslike titles foreign to the idea of lottery; some offering bonds on stipulations impossible of performance; others advertising for subscriptions of stock without adequate or any provision for protecting it; others offering to issue policies of so called life insurance, operated as embodying all the fundamental principles of life insurance and "operative enterprises," and so on, all shrewdly concealing the elements of "chance or lot" they embodied and the descriptions of operations which, when analyzed, stamp them as schemes devised for fraudulent purposes.

Upon the decease of the Louisiana Lottery in this country it appeared in a rehabilitated form in Honduras and conducted a feeble business, partly through the mails, but mainly by the aid of express companies in the United States. Other kindred concerns, operating under the sanction of law in their respective countries of domicile, have attempted the experiment of conducting business in this country through the aid of international mails, and have succeeded to a lamentable extent. The recent tariff enactment, however, commonly known as the "Dingley Act," by prohibiting the importation of lottery tickets, and the promulgated regulations by the Postmaster-General to make the prohibition effective so far as transportation in the mails is concerned, seemed to supply the only remaining means within the scope of legislation and departmental regulations to prevent the spread of the lottery evil from other countries into this.

Either this office has entertained mistaken ideas for several years past as to the necessity of additional legislation to properly enforce the existing provisions of law applicable to business intrusted exclusively to it by departmental regulations, or frequently referred to it by other bureaus for advice, or Congress has failed to appreciate the importance of the recommendations heretofore made. Be it one way or the other, it is my duty to again urge the needed legislation.

During my former service as Assistant Attorney-General for this Department I repeatedly called attention to the evident necessity for providing by law for the bonding, direct to the United States, of assistant postmasters, cashiers, and all other officers and employees in post-

offices of the first, second, and third classes who have the custody of, or who handle public funds. In the annual report for the fiscal year ended June 30, 1891, I stated that:

Some change in the law concerning the liability of sureties on postmasters' bonds, so as to more clearly define their duties and responsibilities when a vacancy in the office of postmaster occurs, should be made. Considerable annoyance is caused where, in the event of the death of the postmaster, the sureties fail to agree on a person to act as postmaster until the vacancy is filled.

The matter of the responsibility of assistant postmasters should be considered in this connection. This officer is appointed by the postmaster, and in the majority of cases is the actual business manager of the office. He possesses practically all the authority of the postmaster, and has the greater insight into the general business of the office. With all this license of power he is, however, neither by statute nor regulation, under any direct responsibility to the Department by bond or otherwise. This evil should, in my judgment, be remedied by securing the Department with bonds satisfactory to the Postmaster-General. Similar security should also be exacted of money-order clerks and other subordinate employees who handle public funds.

And I renewed the discussion in the annual report for the next succeeding fiscal year, the year ended June 30, 1892, in this wise:

I renew my recommendation that assistant postmasters should by law be required to execute bonds to the United States in a sum to be determined by the Postmaster-General, as in the case of postmasters, and that the requirements should also include money-order and registry clerks and other employees in post-offices who handle public funds. This requirement might be limited to offices of the first, second, and third classes. These employees are, ordinarily, bonded to the postmaster, and yet if loss of public funds by reason of their sole carelessness or dishonesty occurs, and the postmaster himself declines to make good the loss it is very doubtful if he could be compelled to do so.

The bulk of authorities and decisions favor the conclusion that a subordinate officer or employee of a post-office is an officer or agent of the United States who is directly liable to the latter for losses of its funds occurring by reason of his carelessness or dishonesty. Therefore there is no reason why the law should place the postmaster under bond and not require similar security from his subordinates. The necessity for additional security is apparent in the fact that by the existing provisions of law no arrangement is made for the conduct of an office suddenly become vacant by the absconding from or abandonment of it by the postmaster, or by the discovery of his misappropriation of its funds. Arrangement for the transfer of the office to the bondsmen upon the death of the postmaster is provided by regulation—an arrangement, however, of doubtful expediency, especially when the sureties, several in number, fail to agree upon a co-surety or any other person to perform the duties of postmaster. It is not unusual that an important office remains vacant for a long time, even for months, after a postmaster's death, during all of which period it is without a head fully responsible to the Department for the safe-keeping of its property.

My successor (and also immediate predecessor) coincided with the views I had expressed, and joined in urging upon the Postmaster-General the necessity of protecting the interests of the Government by stronger and more explicit legislative safeguards. That losses to the Department have not frequently occurred by the carelessness and dishonesty of subordinates, in cases where collections therefor could not have been enforced by law of the postmasters, is truly wonderful. In any case involving losses to which the postmaster has not himself contributed by negligence, the entire list of legal authorities and decisions is repugnant to the belief that payment therefor by postmasters and their sureties can be enforced in the courts. In view of this fact, which is indisputable, is it not strange that a cure has not been provided?

Your attention is respectfully invited to the accompanying exhibit, marked "A," showing the amounts allowed to postmasters under the acts of Congress approved May 9, 1888, and June 11, 1896, on account of losses resulting from burglary, fire, or other unavoidable casualty, and for money remitted for deposit and lost or stolen while in transit to depositories.

A recapitulation of the figures given shows that while the number of claims acted upon is considerably less than last year, the amount allowed is somewhat greater. This is chiefly accounted for by the fact that the act first mentioned prohibited the allowance of any claim for more than \$2,000 until after it should have been transmitted to Congress and an appropriation made therefor, while the later act authorizes the Postmaster-General to allow claims not exceeding \$10,000 in amount; and on the passage of the latter, several claims, each for more than \$2,000, which were then pending before Congress, were taken up and settled by the Department.

In the consideration of claims on account of losses resulting from other causes than fire or burglary, or for money lost in transit, it is frequently a matter of great difficulty to determine whether the cause of the loss constitutes an "unavoidable casualty" (a very indefinite phrase) within the meaning of the law. Several attempts have been made to have the law amended by striking out the words "unavoidable casualty" and substituting therefor "causes not resulting from or contributed to by fault or negligence of the postmaster," or words of similar import. I can not renew the recommendation of the proposed amendment.

Nearly or quite all the offenses against the postal laws relating to crimes and misdemeanors which reach the courts are discovered by the inspectors of this Department, and as a preliminary step, in many cases, they refer the facts to this office and await instruction. Hence the facts in each of said cases are dissected here and the inspector notified that a case of probable guilt has or has not been developed. After it goes to the United States attorney for his consideration we rarely know anything more about it until, by special inquiry of the Department of Justice or information obtained from newspapers, we learn that the case has gone to trial, resulting in conviction or acquittal, or has been disposed of on demurrer, or motion to quash, or by other means well known to lawyers. And when the decision of the court involves a discussion of the law and a ruling thereon, or instructions to a jury in which the applicability of the law is stated (which is often the case), this Department is generally informed of the fact a long time afterwards, if at all. It is rarely consulted about the management of the case, or has any further official connection with it unless the accused, through influential friends, asks for a discontinuance of proceedings, or, after conviction and sentence, appeals for commutation of sentence, or pardon, when the matter is promptly brought to the attention of the Postmaster-General, who is then asked to determine whether the prayer for mercy should be granted.

I respectfully submit that this custom should be discontinued and that the management of prosecutions for offenses against the postal laws should devolve on this office. It has happened in quite a number of instances that this office has construed and applied the provisions of a statute differently from the decision of a Federal court remote from the national capital, and continued in this inconsistent course, thus producing confusion and mischief, for some time before the conflict of rulings has been brought to its notice.

What is suggested as to criminal prosecutions applies with almost equal force to civil actions. There seems to be no good reason for a divided jurisdiction in cases applying solely to postal matters, and I therefore recommend that the Department of Justice shall be consulted concerning the advantage to be gained by transferring the consideration and management of such cases to the Post-Office Department, and as to whether this could be done without legislation. It is

best to state now that if these additional duties shall be imposed on this office, they can not be performed without a slight increase of its law and clerical force.

The necessity of a separate appropriation for the purchase of law books for this office (not exceeding \$300 annually) becomes more and more apparent. All the authorities necessary to an intelligent understanding of the law and its application to the growing business and general progress of modern times is not contained in the reports of the Federal courts, and the Opinions of the Attorney-General, which are distributed to this office gratis, agreeably to the enactments of Congress. Many new books accepted as standard by the legal profession will be valuable to this office, and they could, by the exercise of sound judgment, be obtained at a small expense.

Corresponding with this suggestion, I earnestly recommend that provision be made for the printing and binding into volumes of the opinions which have in the last twenty-five years emanated from the Assistant Attorney-General's Office of this Department. These cover almost every question relating to postal contracts, to the powers and duties of postmasters and postal employees, as well as to the powers of the Postmaster-General and other officers of the Department proper, and to every phase of departmental business. They exist only in manuscript, stowed away in boxes and pigeonholes, inaccessible to any officer of the Department in other bureaus and to attorneys practicing before the Department, many of them accessible to the Assistant Attorney-General and his force only after a long and careful search. I submit that the continuance of this condition will be inexcusable (especially as the cost of printing and binding will be infinitesimal), and that no good reason exists for treating the law literature of this Department differently from that of all the other Departments.

The necessity for a small addition to the clerical force of this Department to meet present conditions was heretofore brought to your attention in special communications in connection with the preparation of estimates for the coming fiscal year.

All of which is respectfully submitted.

JAS. N. TYNEE,

Assistant Attorney-General for the Post-Office Department.

THE POSTMASTER-GENERAL.

EXHIBIT A.

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, from July 1, 1896, to June 30, 1897. (Acts of March 17, 1893, May 9, 1893, and June 11, 1896.)

Post-office.	Postmaster.	Cause of loss.	Amounts claimed.			Amounts allowed.			Remarks.
			Postal funds.	Postage stamps, etc.	Money-order funds.	Postal funds.	Postage stamps, etc.	Money-order funds.	
Ackerman, Miss	W. W. Riley	Burglary	\$87.78		\$157.70			\$157.70	
Adams, Nebr	H. Noxon	do	4.83				\$107.47		
Adams, W. Va.	L. W. Garrett	do	10.81				10.81		
Afton, Va.	J. S. Garrett	do	2.00	8.30			2.00	3.20	
Agate, Colo.	P. L. Fitzsimmons	Fire						57.84	
Albion, Ohio	N. E. Farnham	Burglary	3.26						
Albertville, Ala.	A. Scott	do	15.81		42.16		15.81		Disallowed; loss resulted from negligence.
Alford, Ky.	S. J. Alford	Fire		17.91				20.67	
Alice, W. Va.	A. G. Sleeth	Burglary	.65	12.58	65.00			65.00	Do.
Allen, Ind. T.	J. T. Gilmore	In transit			100.00			100.00	Do.
Do.	do	do		24.56					
Allen, Tex.	J. H. Head	Burglary	1.24				1.24		
Alliance, Ohio	J. C. Devine	do							
Altoona, Minn.	A. McNaughton	Fire		10.42			9.78		
Ambrosia, W. Va.	C. E. Pullin	Burglary	1.30				10.42		
American Corners, Md.	H. R. Merriken	Fire					120.80		
Anacostia, Wash.	C. Halverson	do	8.54				8.54	44.87	
Ansonia, Ohio	P. J. Bishop	Burglary		223.00	44.87		223.00		
Angola, N. Y.	P. W. Lemmer	do		94.62			94.62	39	
Anselm, N. Dak.	P. W. Fremke	do	10.00	62.92	63.80		12.08	61.56	
Apalachin, N. Y.	R. S. Pearsall	do	10.00	132.59			5.00	130.72	
Apollo, Pa.	E. A. Townsend	do	2.50				2.50		
Appleton, Ark.	C. L. Brant	do	9.40	4.00					Do.
Arbuckle, Iowa.	J. F. Pease	Fire		81.19			81.19		
Arcana, Ind.	J. B. Strange	Burglary	15.48	5.68			15.57	5.67	
Archbold, Ohio	R. H. Betts	do		222.11			198.29		
Arden, Md.	F. Mayberry	do	1.01	11.13			5.00		
Argentine, Kans.	G. W. Kilmer	do	82.45	875.62	243.50		82.45	875.62	
Argusville, N. Dak.	F. D. Payne	do			42.66			243.50	Remainder claimed should have been deposited.
Argyle, Tex.	H. R. Fehleisen	do	21.31				21.30		
Arlington, Ind.	R. W. Merdith	do	2.00		2.45		2.00		Disallowed; the loss did not result from burglary.
Arya, Colo.	J. O. Doetal	do	14.00					1.45	Disallowed; loss resulted from negligence.
Asbury, Mo.	J. P. Riley	do	28.27						Do.
Ascot, Mo.	J. M. McIntosh	Larceny		10.00					Disallowed; the amount lost was recovered.
Ashland, Miss.	J. R. McDonald	In transit			169.00				
Ashland, Nebr.	K. Du Bois	Burglary	1.75	2.53			.75	2.53	

[illegible]

REPORT OF THE POSTMASTER-GENERAL.

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, from July 1, 1896, to June 30, 1897, etc.—Continued.

Post-office.	Postmaster.	Cause of loss.	Amounts claimed.			Amounts allowed.			Remarks.
			Postal funds.	Postage stamps, etc.	Money-order funds.	Postal funds.	Postage stamps, etc.	Money-order funds.	
Birmingham, Ky.....	W. M. Holland.....	In transit.....	\$5.00						
Bishop, Ill.....	J. Disman.....	Burglary.....		\$10.34			\$10.34		Disallowed; failure to remit in compliance with instructions.
Blackbird, Mo.....	Wm. Love.....	do.....	20.62						
Bladeston, Ky.....	F. M. Holton.....	do.....	2.84	16.26		\$2.84	16.26		Disallowed; loss resulted from negligence.
Bliss, Idaho.....	J. L. Fuller.....	do.....	45.85				55.74		
Blockhouse, Tenn.....	W. L. James.....	Fire.....				10.34	9.90		
Bloomfield, Nebr.....	E. Lanver.....	Burglary.....	5.43	346.89	\$19.39	5.43	346.00	\$19.39	
Bloomfield, Pa.....	W. G. Babcock.....	do.....		27.00					Disallowed; no proof of burglary.
Bloomington, Ind.....	H. Paul.....	Fire.....					20.36		
Bloomington, Tex.....	R. F. Carroll.....	Burglary.....	24.99			24.99			
Bloomington, Ala.....	J. A. Rorex.....	Fire.....	23.69				23.69		
Bloomington, Md.....	F. Bartlett.....	Burglary.....	7.22	1.95		7.22	1.95		
Blue Earth City, Minn.....	O. A. Bishop.....	In transit.....			10.00			10.00	
Bluehill, Nebr.....	J. J. Martin.....	Burglary.....	15.14		4.42	15.14		4.42	
Bluebridge, Ill.....	C. Kroell.....	Fire.....	5.05	8.00		5.05	8.00		
Boelus, Nebr.....	L. J. Morton.....	Burglary.....	36.88		126.64	36.88	102.01	53.64	
Bohemia, N. Y.....	T. Groes.....	do.....	.40	3.14			4.0	3.14	
Bolivia, Ill.....	G. M. Armstrong.....	Fire.....				10.84	21.11		
Bolsa, Cal.....	W. L. Gaines.....	do.....					31.20		
Bonny Doon, Cal.....	E. Owens.....	do.....		1.35				1.35	Disallowed; amount of loss not satisfactorily shown.
Boody, Ill.....	Bonny Doon, Cal.....	do.....	13.00	21.93			5.97		Disallowed; loss resulted from negligence.
Booth, Kans.....	G. W. Keedy.....	Burglary.....	16.00						Disallowed; cause of loss not satisfactorily shown.
Borte, Pa.....	M. Jackson.....	Burglary.....	15.63						
Bowers, Wis.....	C. E. Mower.....	Fire.....		14.03			13.60		
Bowling Green, Ky.....	J. B. Gaines.....	Larceny.....		1,142.98					
Bradford, N. Y.....	H. P. Zimmerman.....	Burglary.....	12.00	146.23			146.23		
Brainerd, N. Y.....	D. Black, Jr.....	do.....		51.00			51.00		
Bramwell, W. Va.....	A. I. Godfrey.....	do.....	233.69		45.19	233.69	257.35	45.19	
Brayton, Nebr.....	C. Swanson.....	Fire.....		25.23			24.23		
Breathedsaville, Md.....	T. J. Warfield.....	Burglary.....	5.75			5.75	24.40		
Bridgeport, Ark.....	G. H. Hovey.....	Fire.....		17.66			17.66		
Bridgeton, Mo.....	J. Kessler.....	do.....							Disallowed; loss resulted from negligence.
Bridgewater, N. C.....	J. R. Rust.....	Burglary.....	7.20						Do.
Bridgewater, Va.....	S. G. Driver.....	do.....	274.01	392.09	127.63	274.01	362.09	127.63	
Brier, W. Va.....	L. P. Lusk.....	do.....	6.73	17.43		6.73	17.43		
Brightseat, Md.....	R. G. Lamb.....	Fire.....				3.50	22.49		Disallowed; failure to remit in compliance with instructions.
Brockport, Pa.....	F. E. Waite.....	In transit.....			61.00				

Brockton, Ill.	S. E. Henna, acting.	Fire	1.48	91.76	Disallowed; loss resulted from negligence.
Brown, La.	J. S. Row	Burglary	23.52	1.48	Do.
Brown Grove, Ky.	J. H. Brown	do	11.33	96.65	Do.
Brownstown, Wis.	T. Martin	do	102.50	80.00	Do.
do	do	do	88.18	81.72	Do.
Brunswick, Md.	S. V. Blessing	Fire	1,651.00	33.45	Do.
Brushcreek, Cal.	J. E. Rutherford	Fire	88.18	15.08	Disallowed; money replaced by contractor.
Bryant, S. Dak.	A. M. Munson	Burglary	150.00	21.00	Remainder of amount claimed should have been deposited.
Bryant Mavr, Pa.	J. J. Connelly	do	8.63	8.63	Disallowed; money recovered.
Buckcreek, Ga.	A. J. Basemore	Fire	375.00	39.55	Do.
Buda, Tex.	N. H. Harrison	Burglary	18.60	16.07	Do.
Buenavista, Ill.	J. G. Ermoild	Fire	12.63	12.63	Do.
Bulah, Ohio.	F. E. Harrington	do	75	75	Do.
Burnett Junction, Wis.	O. H. Roll	Burglary	175.88	31.45	Do.
Butler, Ala.	F. A. Addison	In transit	8.00	7.98	Do.
Butte, Ga.	J. D. Lewis	Fire	4.37	4.37	Do.
Cabot, Vt.	L. C. Voodry	Burglary	150.39	105.36	Do.
Calaveras, Tex.	G. F. Knight	do	44.02	44.02	Do.
California, Pa.	L. C. Powell	Fire	1.82	1.20	Do.
Callopo, Iowa	W. T. McPherson	Burglary	2.25	61.08	Do.
Cambria, Va.	H. K. Fagg	In transit	8.60	8.60	Do.
Cameron, Miss.	H. F. Adams	Burglary	7.00	1.50	Do.
Cameron, Mo.	D. Smith	do	1.80	1.84	Do.
Campion, Ky.	G. T. Center	do	98.80	52.39	Do.
Candor, N. Y.	G. T. Williams	do	69.18	97.30	Do.
Cannonsburg, Ky.	E. E. Eastham	do	205.08	205.08	Do.
Canton, Miss.	E. E. Eastham	do	38.37	38.37	Do.
Canton, Miss.	E. E. Eastham	do	125.50	125.50	Do.
Cappis, Ala.	E. E. Eastham	do	3.24	3.24	Do.
Carlyle, Ill.	E. E. Eastham	do	8.00	8.00	Do.
Carroll, N. Y.	E. E. Eastham	do	10.00	4.00	Do.
Carrollton, Ohio.	E. E. Eastham	do	11.75	11.75	Do.
Carrollton, N. Y.	E. E. Eastham	do	96.04	96.04	Do.
Casale, W. Va.	E. E. Eastham	do	53.92	53.05	Do.
Casale, W. Va.	E. E. Eastham	do	10.52	10.52	Do.
Casale, N. C.	E. E. Eastham	do	43.58	43.58	Do.
Casale, N. C.	E. E. Eastham	do	302.18	302.18	Do.
Casale, N. C.	E. E. Eastham	do	76.00	76.00	Do.
Casale, N. C.	E. E. Eastham	do	114.85	114.85	Do.
Casale, N. C.	E. E. Eastham	do	7.87	7.87	Do.
Casale, N. C.	E. E. Eastham	do	11.75	11.75	Do.
Casale, N. C.	E. E. Eastham	do	96.04	96.04	Do.
Casale, N. C.	E. E. Eastham	do	53.92	53.92	Do.
Casale, N. C.	E. E. Eastham	do	10.52	10.52	Do.
Casale, N. C.	E. E. Eastham	do	43.58	43.58	Do.
Casale, N. C.	E. E. Eastham	do	302.18	302.18	Do.
Casale, N. C.	E. E. Eastham	do	76.00	76.00	Do.
Casale, N. C.	E. E. Eastham	do	114.85	114.85	Do.
Casale, N. C.	E. E. Eastham	do	7.87	7.87	Do.
Casale, N. C.	E. E. Eastham	do	11.75	11.75	Do.
Casale, N. C.	E. E. Eastham	do	96.04	96.04	Do.
Casale, N. C.	E. E. Eastham	do	53.92	53.92	Do.
Casale, N. C.	E. E. Eastham	do	10.52	10.52	Do.
Casale, N. C.	E. E. Eastham	do	43.58	43.58	Do.
Casale, N. C.	E. E. Eastham	do	302.18	302.18	Do.
Casale, N. C.	E. E. Eastham	do	76.00	76.00	Do.
Casale, N. C.	E. E. Eastham	do	114.85	114.85	Do.
Casale, N. C.	E. E. Eastham	do	7.87	7.87	Do.
Casale, N. C.	E. E. Eastham	do	11.75	11.75	Do.
Casale, N. C.	E. E. Eastham	do	96.04	96.04	Do.
Casale, N. C.	E. E. Eastham	do	53.92	53.92	Do.
Casale, N. C.	E. E. Eastham	do	10.52	10.52	Do.
Casale, N. C.	E. E. Eastham	do	43.58	43.58	Do.
Casale, N. C.	E. E. Eastham	do	302.18	302.18	Do.
Casale, N. C.	E. E. Eastham	do	76.00	76.00	Do.
Casale, N. C.	E. E. Eastham	do	114.85	114.85	Do.
Casale, N. C.	E. E. Eastham	do	7.87	7.87	Do.
Casale, N. C.	E. E. Eastham	do	11.75	11.75	Do.
Casale, N. C.	E. E. Eastham	do	96.04	96.04	Do.
Casale, N. C.	E. E. Eastham	do	53.92	53.92	Do.
Casale, N. C.	E. E. Eastham	do	10.52	10.52	Do.
Casale, N. C.	E. E. Eastham	do	43.58	43.58	Do.
Casale, N. C.	E. E. Eastham	do	302.18	302.18	Do.
Casale, N. C.	E. E. Eastham	do	76.00	76.00	Do.
Casale, N. C.	E. E. Eastham	do	114.85	114.85	Do.
Casale, N. C.	E. E. Eastham	do	7.87	7.87	Do.
Casale, N. C.	E. E. Eastham	do	11.75	11.75	Do.
Casale, N. C.	E. E. Eastham	do	96.04	96.04	Do.
Casale, N. C.	E. E. Eastham	do	53.92	53.92	Do.
Casale, N. C.	E. E. Eastham	do	10.52	10.52	Do.
Casale, N. C.	E. E. Eastham	do	43.58	43.58	Do.
Casale, N. C.	E. E. Eastham	do	302.18	302.18	Do.
Casale, N. C.	E. E. Eastham	do	76.00	76.00	Do.
Casale, N. C.	E. E. Eastham	do	114.85	114.85	Do.
Casale, N. C.	E. E. Eastham	do	7.87	7.87	Do.
Casale, N. C.	E. E. Eastham	do	11.75	11.75	Do.
Casale, N. C.	E. E. Eastham	do	96.04	96.04	Do.
Casale, N. C.	E. E. Eastham	do	53.92	53.92	Do.
Casale, N. C.	E. E. Eastham	do	10.52	10.52	Do.
Casale, N. C.	E. E. Eastham	do	43.58	43.58	Do.
Casale, N. C.	E. E. Eastham	do	302.18	302.18	Do.
Casale, N. C.	E. E. Eastham	do	76.00	76.00	Do.
Casale, N. C.	E. E. Eastham	do	114.85	114.85	Do.
Casale, N. C.	E. E. Eastham	do	7.87	7.87	Do.
Casale, N. C.	E. E. Eastham	do	11.75	11.75	Do.
Casale, N. C.	E. E. Eastham	do	96.04	96.04	Do.
Casale, N. C.	E. E. Eastham	do	53.92	53.92	Do.
Casale, N. C.	E. E. Eastham	do	10.52	10.52	Do.
Casale, N. C.	E. E. Eastham	do	43.58	43.58	Do.
Casale, N. C.	E. E. Eastham	do	302.18	302.18	Do.
Casale, N. C.	E. E. Eastham	do	76.00	76.00	Do.
Casale, N. C.	E. E. Eastham	do	114.85	114.85	Do.
Casale, N. C.	E. E. Eastham	do	7.87	7.87	Do.
Casale, N. C.	E. E. Eastham	do	11.75	11.75	Do.
Casale, N. C.	E. E. Eastham	do	96.04	96.04	Do.
Casale, N. C.	E. E. Eastham	do	53.92	53.92	Do.
Casale, N. C.	E. E. Eastham	do	10.52	10.52	Do.
Casale, N. C.	E. E. Eastham	do	43.58	43.58	Do.
Casale, N. C.	E. E. Eastham	do	302.18	302.18	Do.
Casale, N. C.	E. E. Eastham	do	76.00	76.00	Do.
Casale, N. C.	E. E. Eastham	do	114.85	114.85	Do.
Casale, N. C.	E. E. Eastham	do	7.87	7.87	Do.
Casale, N. C.	E. E. Eastham	do	11.75	11.75	Do.
Casale, N. C.	E. E. Eastham	do	96.04	96.04	Do.
Casale, N. C.	E. E. Eastham	do	53.92	53.92	Do.
Casale, N. C.	E. E. Eastham	do	10.52	10.52	Do.
Casale, N. C.	E. E. Eastham	do	43.58	43.58	Do.
Casale, N. C.	E. E. Eastham	do	302.18	302.18	Do.
Casale, N. C.	E. E. Eastham	do	76.00	76.00	Do.
Casale, N. C.	E. E. Eastham	do	114.85	114.85	Do.
Casale, N. C.	E. E. Eastham	do	7.87	7.87	Do.
Casale, N. C.	E. E. Eastham	do	11.75	11.75	Do.
Casale, N. C.	E. E. Eastham	do	96.04	96.04	Do.
Casale, N. C.	E. E. Eastham	do	53.92	53.92	Do.
Casale, N. C.	E. E. Eastham	do	10.52	10.52	Do.
Casale, N. C.	E. E. Eastham	do	43.58	43.58	Do.
Casale, N. C.	E. E. Eastham	do	302.18	302.18	Do.
Casale, N. C.	E. E. Eastham	do	76.00	76.00	Do.
Casale, N. C.	E. E. Eastham	do	114.85	114.85	Do.
Casale, N. C.	E. E. Eastham	do	7.87	7.87	Do.
Casale, N. C.	E. E. Eastham	do	11.75	11.75	Do.
Casale, N. C.	E. E. Eastham	do	96.04	96.04	Do.
Casale, N. C.	E. E. Eastham	do	53.92	53.92	Do.
Casale, N. C.	E. E. Eastham	do	10.52	10.52	Do.
Casale, N. C.	E. E. Eastham	do	43.58	43.58	Do.
Casale, N. C.	E. E. Eastham	do	302.18	302.18	Do.
Casale, N. C.	E. E. Eastham	do	76.00	76.00	Do.
Casale, N. C.	E. E. Eastham	do	114.85	114.85	Do.
Casale, N. C.	E. E. Eastham	do	7.87	7.87	Do.
Casale, N. C.	E. E. Eastham	do	11.75	11.75	Do.
Casale, N. C.	E. E. Eastham	do	96.04	96.04	Do.
Casale, N. C.	E. E. Eastham	do	53.92	53.92	Do.
Casale, N. C.	E. E. Eastham	do	10.52	10.52	Do.
Casale, N. C.	E. E. Eastham	do	43.58	43.58	Do.
Casale, N. C.	E. E. Eastham	do	302.18	302.18	Do.
Casale, N. C.	E. E. Eastham	do	76.00	76.00	Do.
Casale, N. C.	E. E. Eastham	do	114.85	114.85	Do.
Casale, N. C.	E. E. Eastham	do	7.87	7.87	Do.
Casale, N. C.	E. E. Eastham	do	11.75	11.75	Do.
Casale, N. C.	E. E. Eastham	do	96.04	96.04	Do.
Casale, N. C.	E. E. Eastham	do	53.92	53.92	Do.
Casale, N. C.	E. E. Eastham	do	10.52	10.52	Do.
Casale, N. C.	E. E. Eastham	do	43.58	43.58	Do.
Casale, N. C.	E. E. Eastham	do	302.18	302.18	Do.
Casale, N. C.	E. E. Eastham	do	76.00	76.00	Do.
Casale, N. C.	E. E. Eastham	do	114.85	114.85	Do.
Casale, N. C.	E. E. Eastham	do	7.87	7.87	Do.
Casale, N. C.	E. E. Eastham	do	11.75	11.75	Do.
Casale, N. C.	E. E. Eastham	do	96.04	96.04	Do.
Casale, N. C.	E. E. Eastham	do	53.92	53.92	Do.
Casale, N. C.	E. E. Eastham	do	10.52	10.52	Do.
Casale, N. C.	E. E. Eastham	do	43.58	43.58	Do.
Casale, N. C.	E. E. Eastham	do	302.18	302.18	Do.
Casale, N. C.	E. E. Eastham	do	76.00	76.00	Do.
Casale, N. C.	E. E. Eastham	do	114.85	114.85	Do.
Casale, N. C.	E. E. Eastham	do	7.87	7.87	Do.
Casale, N. C.	E. E. Eastham	do	11.75	11.75	Do.
Casale, N. C.	E. E. Eastham	do	96.04	96.04	Do.
Casale, N. C.	E. E. Eastham	do	53.92	53.92	Do.
Casale, N. C.	E. E. Eastham	do	10.52	10.52	Do.
Casale, N. C.	E. E. Eastham	do	43.58	43.58	Do.
Casale, N. C.	E. E. Eastham	do	302.18	302.18	Do.
Casale, N. C.	E. E. Eastham	do	76.00	76.00	Do.
Casale, N. C.	E. E. Eastham	do	114.85	114.85	Do.
Casale, N. C.	E. E. Eastham	do	7.87	7.87	Do.
Casale, N. C.	E. E. Eastham	do	11.75	11.75	Do.
Casale, N. C.	E. E. Eastham	do	96.04	96.04	Do.
Casale, N. C.	E. E. Eastham	do	53.92	53.92	Do.
Casale, N. C.	E. E. Eastham	do	10.52	10.52	Do.
Casale, N. C.	E. E. Eastham	do	43.58	43.58	Do.
Casale, N. C.	E. E. Eastham	do	302.18	302.18	Do.
Casale, N. C.	E. E. Eastham	do	76.00	76.00	Do.
Casale, N. C.	E. E. Eastham	do	114.85	114.85	Do.
Casale, N. C.	E. E. Eastham	do	7.87	7.87	Do.
Casale, N. C.	E. E. Eastham	do	11.75	11.75	Do.
Casale, N. C.	E. E. Eastham	do	96.04	96.04	Do.
Casale, N. C.	E. E. Eastham	do	53.92	53.92	Do.
Casale, N. C.	E. E. Eastham	do	10.52	10.52	Do.
Casale, N. C.	E. E. Eastham	do	43.58	43.58	Do.
Casale, N. C.	E. E. Eastham	do	302.18	302.18	Do.
Casale, N. C.	E. E. Eastham	do	76.00	76.00	Do.
Casale, N. C.	E. E. Eastham	do	114.85	114.85	Do.
Casale, N. C.	E. E. Eastham	do	7.87	7.87	Do.
Casale, N. C.	E. E. Eastham	do	11.75	11.75	Do.
Casale, N. C.	E. E. Eastham	do	96.04	96.04	Do.
Casale, N. C.	E. E. Eastham	do	53.92	53.92	Do.
Casale, N. C.	E. E. Eastham	do	10.52	10.52	Do.
Casale, N. C.	E. E. Eastham	do	43.58	43.58	Do.
Casale, N. C.	E. E. Eastham	do	302.18	302.18	Do.
Casale, N. C.	E. E. Eastham	do	76.00	76.00	Do.
Casale, N. C.	E. E. Eastham	do	114.85	114.85	Do.
Casale, N. C.	E. E. Eastham	do	7.87	7.87	Do.
Casale, N. C.	E. E. Eastham	do	11.75	11.75	Do.
Casale, N. C.	E. E. Eastham	do	96.04	96.04	Do.
Casale, N. C.	E. E. Eastham	do	53.92	53.92	Do.
Casale, N. C.	E. E. Eastham	do	10.52	10.52	Do.
Casale, N. C.	E. E. Eastham	do	43.58	43.58	Do.
Casale, N. C.	E. E. Eastham	do	302.18	302.18	Do.
Casale, N. C.	E. E. Eastham	do	76.0		

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, from July 1, 1886, to June 30, 1887, etc.—Continued.

Post-office.	Postmaster.	Cause of loss.	Amounts claimed.			Amounts allowed.			Remarks.
			Postal funds.	Postage stamps, etc.	Money-order funds.	Postal funds.	Postage stamps, etc.	Money-order funds.	
Chalkville, S. C.	S. A. Chalk.	In transit.	\$2.28	\$18.90		\$12.44	\$18.90		Dismissed; money recovered.
Chalmers, Ind.	A. G. Fisher.	Burglary	12.44	8.01					Dismissed; loss resulted from negligence.
Chalmers, Tenn.	B. F. McCellan.	do		38.12		3.00	38.12		Do.
Chandler, Mo.	T. J. Don Carlos.	Fire	8.00	9.58		25.50	48.58		Do.
Chandler, Okla.	W. H. Riner.	do	20.00	946.50		67.87	\$62.00	\$62.00	Do.
Charleston, Ill.	J. B. Briscoe.	Larceny	67.87	34.62	74	7.06	34.62	.74	Do.
Charleston, S. C.	A. H. Mowry.	Burglary	7.06	102.69					Do.
Cherrycamp, W. Va.	J. W. Bogges.	do		141.10					
Chester, Ala.	L. T. Hudson.	do		16.85					
Chewtow, Pa.	W. H. Marshall.	Robbery	3,757.05	12.25		3,757.05	12.25		
Chicago, Ill.	J. A. Sexton.	Burglary	21.00	41.98		21.00	41.98		
Chillicothe, Ill.	W. Heaing.	do		16.85					
Chilton, Tex.	H. W. Harbour.	Fire		17.95					
Choptank, Md.	M. M. Willey.	do		22.59					
Choteau, Ind. T.	M. E. Atkins.	Burglary	74.28	210.27	20.00	74.28	210.27	80.69	Do.
Churchs Ferry, N. Dak.	G. H. Glass.	do	9.82	17.95	17.17	2.50	17.95		Do.
Cimarron, Kans.	E. S. Gartin.	do	2.50	6.60			6.60		Do.
Cincinnati, Mo.	S. P. Tipton.	Fire		23.28					Do.
Clara, N. C.	S. A. Hauser.	Burglary	23.28	15.51					Do.
Clare, Ill.	M. McCarthy.	do		10.74					Do.
Claremont, Colo.	J. T. Roberts.	do		10.93					Do.
Clarence, Mo.	W. D. Crow.	do	188.04	249.74	75.16	177.16	118.57	75.16	Do.
Clarks, Nebr.	T. G. Morgan.	do	22.26		10.74				Do.
Clarksdale, Mo.	G. W. Farrington.	do			10.93			10.93	Do.
Clarkton, N. C.	J. H. Clark, Jr.	do	1.91			1.91			
Do.	do	do							
Claybanks, Mich.	W. A. Eaton.	Fire		13.82			17.93		
Clayville, Ind.	C. E. Wheeler.	do		433.04			90.37		
Clayton, Ind.	H. Johnson.	do		174.95			13.83		
Clayton, N. Y.	C. McKinley.	Burglary	25.00	433.04		25.00	433.04	174.95	
Clearfield, Pa.	J. M. Bloom.	do	42.00	200.19		43.00		75.19	
Clearwater, Kans.	A. A. Kincaid.	do	12.50	126.55	63.11	12.50	126.55	63.11	Do.
Cleveland, Ga.	J. H. Glen.	do		17.99					
Climon, Mass.	E. A. Chapman.	do	8.35			8.35			
Climon, Pa.	E. I. Gerabacher.	Fire		275.88		3.60	38.77		Do.
Climon, Iowa.	A. I. Schuyler.	Larceny	78.00	3.84					Do.
Climon, Ky.	J. E. Graham.	Fire		204.92					Do.
Climon, Mo.	C. H. Miller.	Burglary	7.21			7.21			Do.
Clover, N. C.	A. C. Hensdale.	do	1.00	2.15					
Clyde, Ga.	W. G. Chester.	do		8.28					
Clyde, Tex.	S. B. Raley.	Storm						8.28	

D. Shannon	Burglary	31.94	70.00	31.94	70.00	The greater part of the stolen stamps was recovered.
M. S. Ormond	In transit	11.10	20.00	11.10	20.00	
do	Burglary	37.15		37.15		
F. McGreer	Fire	198.21		198.21	4.53	
C. Zink	Burglary	98.29				
M. Moore	do					Dismissed; loss made good by a clerk who lost the money.
W. B. Holmes	do	192.72	.85	192.72	.85	
C. A. Robinson	In transit	6.22				
G. W. McKella	do		10.00			
W. Leck	Burglary	11.07	22.39	11.07	2.39	
H. E. Crandall	do	115.14		115.14		\$20 of the money-order funds should have been previously deposited.
S. Manning	In transit		60.00			
M. I. Hickson	Fire				41.08	
S. F. Fields	Burglary	140.68		140.68		
S. J. Linn	do	4.07	.90	4.07	2.04	
J. W. Ramonson	In transit	2.04				Dismissed; no loss occurred.
S. J. Linn	do	4.61		4.47		
C. F. Myerly	do		5.00		5.00	
C. A. Arnold	Fire				36.47	
M. T. Anderson	do				58.25	
Z. P. McClelland	Burglary	21.44		73.50	177.92	Disallowed; loss resulted from negligence.
J. W. Boyd	do	16.31	1.00	14.00		
W. H. Linn	Fire	4.43		1.00	4.43	
D. F. Hoerts	Burglary				18.18	
P. Sartin	Fire	4.00				
J. C. Huntington	Burglary	15.63				Disallowed; no satisfactory proof of loss.
A. T. Amabile	do			5.15		
J. J. Milligan	Fire				33.02	
G. C. Brinkley	Flood	54.85		29.52	6.44	
G. C. Brinkley	Fire	83.21	10.56	8.40	40.88	
C. W. Connelley	Fire	3.40			3.40	Disallowed; loss resulted from negligence.
T. M. Sanders, acting	Burglary	2.99				
W. F. Combust	Cyclone	17.08		92	16.46	
W. F. Shamleifer	Burglary	256.37	93.64	256.37	255.20	
W. G. Austin	Fire	2.00	264.00	2.00	89.96	
W. Cleary	Burglary	17.44				Part of the money-order funds lost should have been previously deposited.
J. L. Derby	do	2,439.72	25.50		17.44	
F. L. Dulaney	Fire	9.44			2,439.72	
H. P. Watson	Burglary	50.75			9.44	
J. J. Sharbaugh	do	24.89	68.91	7.76	50.75	
E. P. Klapp	Mice	.96			4.28	
T. L. Crew	Burglary	4.69	50.98		.96	Disallowed; loss resulted from negligence.
J. C. Rose	Fire	60.28			60.28	
do	Burglary	175.39	85.03	175.39	85.03	
L. A. Cooper	do	5.90	549.39		4.75	
A. Hart	do			4.00	14.29	
E. Palmer	In transit		54.00		54.00	
Clyde, Wis						
Cosburg, Ala						
do						
Coburg, Iowa						
Cockeysville, Md						
Cody, Neb						
Coeysana, N. Y						
Cole, Tex						
Cold Spring Tex						
Cold Spring Harbor, N. Y						
Columbia, Ark						
Columbus, Ill						
Columbus, Mo						
Collinsville, Conn						
Collinsville, Ill						
Colliver, Kans						
Columbia, Ark						
Columbus, Ill						
Connersville, Wis						
Conaway, Md						
Concord, Ga						
Concord, Tenn						
Cookport, Pa						
Cook's Mills, Ill						
Cool Spring, N. C						
Cooper, Tenn						
Cooper's Gap, Pa						
Cordova, Md						
Corkery, Mo						
Cornado, Fla						
Cornwall, Iowa						
Cotter, Tex						
Cottage Grove, Tenn						
Cottage Home, Ill						
Cottles, Tex						
Council Grove, Kans						
Cowlesville, N. Y						
Coxsackie Station, N. Y						
Granford, N. J						
Granford, Tex						
Greasant Hill, Ky						
Cresco, Pa						
Creswell, Tex						
Crews Depot, Ala						
Cripple Creek, Colo						
do						
Crockett, Miss						
Cross Trails, Ala						
Cumberland, Iowa						

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, from July 1, 1896, to June 30, 1897, etc.—Continued.

Post-office.	Postmaster.	Cause of loss.	Amounts claimed.			Amounts allowed.			Remarks.
			Postal funds.	Postage stamps, etc.	Money-order funds.	Postal funds.	Postage stamps, etc.	Money-order funds.	
Curryville, Ga.	W. L. Blankenship.	Burglary	\$6.60						Disallowed; loss resulted from negligence.
Deirville, Iowa.	H. O. Chase.	do	19.33			\$3.23			
Daphne, Tex.	J. A. Wilcox.	do	1.10			1.00			
Davis, Ind. T.	G. A. Wilson.	Fire					\$7.32		
Davisboro, Ga.	R. B. Thompson.	Burglary		\$28.60	\$103.89	48.51		\$18.89	Do.
Davisburg, Mich.	P. A. Wright.	do		.67					Remainder of amount claimed should have been previously deposited.
Dawsonville, Md.	N. W. Allint.	Fire			190.00		6.03	110.00	
Dayton, Wyo.	J. Ketcham.	In transit.							
Deal, Ind.	A. Armstrong.	Flood					6.46		
Deering, Ga.	T. J. Clark.	Fire		40.00	40.71		35.32		
Deer Park, Wash.	P. J. Kelly.	Burglary		36.82		1.19	14.67		
Dell, Wis.	R. Curry.	Fire					4.00		
Delta, Iowa.	J. O. Newkirk.	Burglary		4.00	90.00				Disallowed; negligence and insufficient proof.
Denamore, Kans.	D. E. Beck.	Robbery							
Dee Moines, Iowa.	E. H. Hunter.	Fire			118.50			118.50	
Devon, Pa.	D. O. Sullivan.	Burglary	19.50	271.63		19.50	271.63		
Dewitt, N. C.	J. Edney.	Fire					16.39		
Dexter, Wis.	W. Downing.	Burglary	3.00	30.20					Disallowed; loss resulted from negligence.
Dixon, Nebr.	W. H. Gibson.	do	25.00	3.71	16.20	25.00	3.71	1.70	
Dorset, Va.	G. L. Davis.	Fire					34.81		Do.
Dorset, Mo.	N. Cockrell.	Burglary	6.00						Do.
Douglas, Ill.	D. Glenn.	do		1.55					
Dows, Iowa.	J. F. Kent.	do	39.00		33.35	28.37		33.35	
Drewryville, Va.	D. M. Thomas.	do							
Drill, Ohio.	F. W. Thompson.	do	2.75	13.78	1.10				
Drums, Pa.	C. M. Drum.	do		20.84					
Dublin, Md.	H. S. Riley.	do		7.84					
Duff, W. Va.	C. L. Wright.	do	4.57			4.57			
Duenweg, Mo.	C. L. M. McWhitson.	do	11.00						
Duganville, Ky.	S. P. Robinson.	Fire							Do.
Duhring, Pa.	S. C. J. Berg.	Burglary					28.58		Disallowed; no evidence as to cause of loss.
Dushore, Pa.	G. E. Donahoe.	do	2.28	60.33	26.43	2.28	60.33	26.43	Disallowed; loss resulted from negligence.
Eagle, Mich.	T. H. Eddy.	Fire	5.00	5.00			5.00		Do.
Eagle, N. Y.	F. R. Wilson.	Burglary	45.38	85.76	82.44	45.38	85.25	82.44	
East Islip, N. Y.	F. Parker.	do		29.16					Do.
East Jamaica, Vt.	C. K. Butler.	do	16.00	7.12					Do.
East Machias, Me.	F. Sanborn.	do	227.49	27.49	18.98	14.90	227.23	18.98	
East Palestine, Ohio.	D. S. Smith.	do	15.44	432.53	84.50	117.92	432.53	84.50	
East Springfield, Pa.	C. A. Moore.	do	117.92	16.00	2.00		16.00	2.00	
East Union, Minn.	A. E. Melquist.	do	2.00	3.00					Do.

East Walpole, Mass.	J. F. Freese.	do	1.15	2.35	3.58	Do.	
Easton, Tenn.	J. W. Smith.	Fire	8.50	8.50	134.44		
Edinburgh, Pa.	P. G. Fenlon.	Burglary	82.91	134.44	82.91		
Edinboro, Pa.	F. F. Brewer.	Fire	5.40	5.40	57.16		
Edgerton, Kans.	W. M. Crawford.	Burglary	58.20	58.20	6.55		
Edgerton, Ohio.	L. Yackee.	do	6.55	83.87	83.87		
Edwards, Wash.	G. F. Hess.	Fire	83.87	17.65	7.78		
Elm, Ky.	E. E. Foy.	do	17.65	50.56	50.56		
Elm, Ga.	E. H. Field.	Burglary	23.86	23.86	26.96		
Elkdale, Nebr.	R. C. Winship.	do	116.16	278.71	116.16		
Elkdale, N. Y.	H. C. Ross.	do	116.16	278.71	116.16		
Elkhorn, W. Va.	do	do	116.16	278.71	116.16		
Elkhorn, N. C.	J. B. Love.	Fire	7.53	7.53	254.80		
Elkton, N. C.	W. T. Caldwell.	Burglary	34.31	90.79	34.31		
Elm, Miss.	R. A. Hamilton.	Fire	90.79	30.08	30.08		
Elmwood, Pa.	B. A. Kenney.	Burglary	9.43	14.76	12.53		
Ellerworth, Ind.	G. F. Frink.	Fire	17.39	1.82	1.82		
Ellsworth, Mich.	B. Holmes.	Burglary	84	37.98	37.98		
Elmdale, Kans.	E. F. Griffin.	Fire	84	66.14	66.14		
Elmo, Ky.	H. P. Willockson.	Burglary	7.00	7.00	7.00		
Elmwood, N. Dak.	Emerado, N. Dak.	Fire	11.90	139.12	96.28		
Emmett, Nebr.	F. W. Poe.	Burglary	7.08	96.18	112.83		
Enon Valley, Pa.	J. H. Gealy.	do	36.07	4.70	4.70		
Erie, Colo.	B. W. Smith.	do	36.07	4.70	4.70		
Erlanger, Ky.	R. Scott.	do	4.70	9.60	9.60		
Eubanks, Va.	F. F. Dodson.	Fire	9.60	1.92	1.92		
Evansville, Ill.	H. G. Meyerott.	Burglary	1.92	216.51	216.51		
Evelyn, Ga.	J. T. Dent.	Fire	225.20	12.13	12.13		
Evergreen, Ala.	W. T. Wiggins.	Burglary	3.44	45.62	45.62		
Excelsior, N. C.	W. McC. Formyduval.	do	12.00	24.13	24.13		
Exeter, Nebr.	J. Kelly.	Fire	24.13	34.32	34.32		
Fagundes, Pa.	E. J. Scott.	Burglary	13.71	27.88	27.88		
Fairlie, Tex.	J. S. Kelly.	do	3.50	23.57	23.57		
Fall, Kans.	H. H. Koffel.	do	2.11	427.53	427.53		
Fall City, Wis.	W. J. Yates.	do	7.50	39.75	39.75		
Fall Creek, Ore.	W. E. Wilcott.	do	2.11	31.31	31.31		
Falls, Okla.	W. H. Falls.	do	6.71	2.23	2.23		
Falmouth, Mass.	G. W. Jones.	do	7.00	28.82	28.82		
Farmers, Ind.	C. E. Pershing.	do	23.25	19.83	19.83		
Farmers, Ky.	I. Alley.	Fire	1.50	9.81	9.81		
Farmersville, Cal.	T. J. Brundage.	Burglary	31.31	31.31	31.31		
Farmersville, N. Y.	W. D. Smith.	do	6.71	2.23	2.23		
Farmingdale, Ill.	W. T. Talbot.	Fire	28.82	19.83	19.83		
Farmington, Conn.	E. H. Deming.	Burglary	23.25	9.81	9.81		
Farmington, Ohio.	D. E. Miller.	do	1.50	31.31	31.31		
Farmington, Utah.	C. Sanders.	do	31.31	31.31	31.31		
Farmville, Tex.	B. Z. Powell.	Fire	31.31	31.31	31.31		
Federal Hill, Md.	O. A. Smithson.	do	31.31	31.31	31.31		
Felchville, Vt.	E. M. Newton.	do	31.31	31.31	31.31		
Felton, Cal.	J. Steen.	do	31.31	31.31	31.31		

Remainder claimed should have been previously deposited.

Disallowed; loss resulted from negligence.

Disallowed; no satisfactory proof of loss.
Disallowed; loss resulted from negligence.

All money-order funds should have been deposited.

Disallowed; loss resulted from negligence.

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, from July 1, 1896, to June 30, 1897, etc.—Continued.

Post-office.	Postmaster.	Cause of loss.	Amounts claimed.			Amounts allowed.			Remarks.
			Postal funds.	Postage stamps, etc.	Money-order funds.	Postal funds.	Postage stamps, etc.	Money-order funds.	
Fidelity, Ill.	J. Rodell.	Burglary	.....	\$53.02	.....	.....	\$53.02	.....
Fidelity, Kans.	A. F. Buer	Fire	.....	.....	.....	.....	12.28	.....
Fifteen, Ohio	P. Steaght.	In transit	.....	.....	.....	\$19.92	24.28	.....
Fillmore, Cal.	S. A. Galsberson	.....	\$5.00	.....	.....	.....	.....	.....
Fincastle, Va.	I. R. Godwin	Burglary	34.48	293.68	\$49.69	34.48	293.68	\$49.69	Disallowed; failure to remit in compliance with instructions.
Fineale, Pa.	W. L. Gaston	do	21.20	78.86	78.86	21.20	.....	55.86	Part of stolen funds recovered
Fitzpatrick, Ala.	R. H. Hutcheson	In transit	.....	10.00	10.00	.....	.....	.....	Disallowed; failure to remit in compliance with instructions
Flatford, Fla.	J. H. Padrick	do	12.04	.....	.....	.....	.....	.....	Dismissed; money recovered.
Florence, Colo.	A. Gullinger	Burglary	283.18	386.24	240.50	283.18	386.24	240.50	Part of stolen property recovered.
Florida, Ind.	W. H. Barnes	Fire	2.50	2.50	.....	.....	2.50	.....
Florida, Mo.	L. Young	Burglary	1.36	1.16	.....	.15	11.40	.....
Floyd, Va.	S. W. Tompkins.	Fire	.....	.....	.....	.....	30.71	.....
Folk Store, S. C.	H. M. Folk	do	.....	.....	68.00	.....	.....	68.00	
Folkston, Ga.	H. A. Renfro	In transit	.....	242.31	.....	.....	242.31	.....
Footville, Wis.	A. Walsh	Burglary	.....	155.80	104.08	.....	155.80	1.08	Greater part of money-order funds should have been deposited.
Forest City, Ill.	J. Pemberton	do	.....	4.50	.....	.....	4.50	.....	Disallowed; loss resulted from negligence.
Forestville, Md.	E. E. Nye	do	1.53	10.00	40.00	.....	.....	.....	Disallowed; failure to remit in compliance with instructions.
Fort Branch, Ind.	C. F. Garrison	do	.....	.....	.....	.....	.....	.....
Fort Jessup, La.	J. M. Franklin	In transit	.....	.....	.....	.....	.....	91.00	Disallowed; loss resulted from negligence.
Fort Stanton, N. Mex.	A. O'Neill	do	.....	2.00	91.00	.....	.....	.....	Part of stolen funds recovered.
Fountain, Mich.	D. Squire	Burglary	2.00	.....	.....	.....	2.78	.....
Fountain, Mass.	C. I. Hatheway	do	2.78	.....	.....	.....	.....	155.12	
Fremont, Mich.	C. W. Gibson	do	14.50	299.57	.....	14.50	.....	.....
Fremont, N. Y.	G. W. McCoy	Fire	49.45	2.10	.....	49.45	2.10	.....
Friend, Neb.	M. F. Holland	Burglary	2.00	28.05	.....	2.00	28.05	.....
Galesville, Ill.	S. A. Evans	Fire	.....	28.05	.....	.....	6.44	.....
Galloway, Ark.	W. R. McLaughlin	do	.....	.....	.....	.....	.....	.....
Gamble, Tenn.	W. H. Feazel	Burglary	4.99	.....	.....	.....	50.38	.....	Disallowed; loss resulted from negligence.
Gap Mills, W. Va.	J. M. Patton	Fire	.....	.....	.....	.....	.....	.....
Gardengrove, Iowa.	J. C. Warner	Burglary	6.14	335.54	42.76	6.14	335.40	42.76	
Gardner, Kans.	J. Sharpe	do	.....	51.18	.....	.....	50.18	.....
Garfield, Minn.	J. J. Lundstrom	In transit	.....	.....	56.00	.....	.....	.....	Disallowed; failure to remit in compliance with instructions.
Garland, Md.	D. R. Reynolds	Fire	.....	.....	.....	.....	72.51	.....
Gary, Ill.	L. Lenzi	do	.....	80.35	.....	.....	77.40	.....
Georgetown, Pa.	C. Kinter	do	.....	16.17	.....	.....	16.17	.....
Georgiaville, R. I.	W. Loomis	Burglary	.....	83.63	.....	.....	83.63	.....
Germanatown, Ohio.	C. E. Boehme	In transit	.....	.....	98.00	.....	.....	.....	Withdrawn; no loss.

Gilbertville, Iowa.....	M. Nemmers.....	Burglary.....	31.49	34.83	21.85	45.85	The money-order funds stolen should have been deposited.
Gillette, Wyo.....	J. T. Daly.....	Fire.....	102.95	74.57	20.88	.....
Grand, La.....	E. Myrick.....	Burglary.....	62.61	187.00	56.21	.....
Gleam, Tex.....	J. M. Robbins.....	do.....	29	.....	13.90	.....
Glenkenny, Ky.....	J. Flora.....	do.....	35.50	.....	85.50	.....
Glen Lyon, Pa.....	J. Barrett.....	do.....	108.51	118.56	109.51	34.56	The greater part of the money-order funds should have been deposited.
Glenmont, N. Y.....	C. M. Spencer.....	do.....	13.07	.....	13.07	.....
Glenrock, Neb.....	J. N. Simmons.....	do.....	17.32	15.32	.....	.....
Glenshaw, Pa.....	T. B. McMillan.....	do.....	75.52	19.26	19.26	19.26	
Glenville, Neb.....	L. Goldenstein.....	do.....	71.09	8.05	71.09	8.05	
Glenwood, Wash.....	T. J. Shaw.....	do.....	10.00	10.00	17.95	53.23	
Goff, Kans.....	W. Dennis.....	do.....	126.44	53.23	123.38	.....
Goffa Falls, N. H.....	A. N. Nettel.....	Fire.....	125.38	.....	48.78	.....
Gogorth, Tex.....	J. M. Butterworth.....	do.....	28.49	4.82	28.84	.....
Gogebic, Mich.....	C. L. Peterson.....	do.....	28.49	.....	28.49	.....
Goodland, Ind.....	C. Spinney.....	do.....	153.98	.....	153.98	.....
Goodman, Miss.....	W. S. S. Harman.....	Burglary.....	35.11	42.75	35.11	42.75	Disallowed; loss made good by a railway postal clerk.
Do.....	do.....	In transit.....	.....	65.00	.....	.....
Goodpasture, Colo.....	J. H. Murphy.....	Mice.....	7.21	.....	7.21	.....
Goodwine, Ill.....	W. F. Maggee.....	Fire.....	20.44	.....	37.06	.....
Gordo, Ala.....	E. A. Brown.....	Burglary.....	48.31	.....	4.44	.....	The greater part of the stolen stamps was recovered.
Grahamsville, N. Y.....	F. V. Rush.....	do.....	67.47	.....	110.25	.....
Grain Valley, Mo.....	J. F. Gregg.....	do.....	48.31	93.00	67.47	.....	Disallowed; the money should have been previously deposited.
Grandview, Ind.....	W. H. Biedenkopf.....	In transit.....	.....	.....	.....	.....
Granville, Ohio.....	A. H. Jones.....	Burglary.....	136.26	8.83	1,071.94	8.83	Disallowed; loss resulted from negligence.
Granville Center, Pa.....	O. Baxter.....	do.....	49.43	.....	.....	.....
Grassland, Va.....	W. G. Grimeshaw.....	Mice.....	8.88	.....	8.88	.....
Gravety, Pa.....	B. F. Box.....	Fire.....	67.89	.....	67.89	.....
Gray, S. C.....	J. B. Tuten.....	do.....	27.91	.....	27.91	.....
Grayville, W. Va.....	G. Rankin.....	do.....	80.00	.....	86.34	.....
Great Bend, Pa.....	R. T. Stephens.....	Burglary.....	105.00	.....	105.00	.....	Do.
Greeley, Kans.....	J. M. Long.....	do.....	2.50	.....	.....	.....	Part of the money-order funds stolen should have been previously deposited.
Greene, N. Y.....	F. H. Cowles.....	do.....	96.73	171.15	69.92	102.15	The greater part of money-order funds should have been previously deposited.
Greenfield Hill, Conn.....	W. H. Banks.....	do.....	11.10	69.77	71.48	1.77	
Greentop, Mo.....	A. C. Dearing.....	do.....	.....	.....	1.78	.....
Greenway, Va.....	W. M. Harris.....	Fire.....	54.90	.....	6.10	.....
Greenwood, Fla.....	S. Blow.....	Burglary.....	73	.....	54.90	.....
Gribble Springs, Tex.....	J. E. Lewis.....	Cyclone.....	8.05	.....	4.95	.....
Grimmer, Kans.....	C. H. Perkins.....	Fire.....	208.20	.....	236.70	.....
Groesbeck, Tex.....	L. T. Padgett.....	do.....	61.03	.....	.....	61.03	
Do.....	do.....	Burglary.....	44.86	.....	44.86	.....
Guava, Pa.....	A. Lenbach.....	Fire.....	8.83	.....	68.05	.....
Guineys, Va.....	J. W. Jones.....	do.....	.....	.....	.....	.....
Do.....	do.....	Burglary.....	.....	.....	.....	.....
Gunter, Ga.....	H. G. Hardison.....	Fire.....	.....	.....	6.87	.....	Disallowed; loss resulted from negligence.

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, from July 1, 1896, to June 30, 1897, etc.—Continued.

Post-office.	Postmaster.	Cause of loss.	Amounts claimed.			Amounts allowed.			Remarks.
			Postal funds.	Postage stamps, etc.	Money-order funds.	Postal funds.	Postage stamps, etc.	Money-order funds.	
Gypsum, Ohio.....	R. Engel.....	Burglary.....	\$5.34	\$21.70					Disallowed; loss resulted from negligence.
Hagueport, Tex.....	A. B. Henry.....	do.....			\$5.00				Do.
Hallfax, Pa.....	J. B. Landis.....	In transit.....					\$18.67		Disallowed; the money was recovered.
Halla, Md.....	J. E. Loveless.....	Fire.....							Disallowed; loss resulted from negligence.
Hallsville, W. Va.....	W. G. Morgan.....	Burglary.....	10.86	5.91	17.24				Do.
do.....	W. Gould.....	do.....	2.49	130.08	48.85	\$38.37	130.08		
Halsey Valley, N. Y.....	J. D. Jackson.....	do.....	3.26	2.66		3.26	.27		
Hamil, Ark.....	J. A. Anderson.....	Mice.....		.27					
Hamilton, Ill.....	J. Roden.....	Burglary.....		9.09					
Hamlet, Ark.....	A. E. Cralle.....	Fire.....		18.80					
Hardin Springs, Ky.....	F. L. Gery.....	do.....	9			11.78			
Harlem, Pa.....	W. L. Killingsworth.....	Burglary.....		24.73					
Harold, Mo.....	C. B. Wentzell.....	Flood.....		157.74					
Harpers Ferry, W. Va.....	W. A. Hays.....	Burglary.....		74.30					
Hartford, Kans.....	N. L. Brooks.....	do.....	2.52	5.34		2.52	5.25		
Hartford, Vt.....	S. J. Woland.....	Fire.....	2.00	11.84		2.00	11.84		
Hartburg, Ill.....	M. A. Porter.....	do.....		5.00			5.00		
Hartwell, Nebr.....	E. Amend.....	Burglary.....	4.17	5.52			5.52		
Havana, Ohio.....	J. L. Trowbridge.....	Fire.....				2.00	157.86		Disallowed; no proof of loss.
Hawkeye, Kans.....	J. Dunham.....	do.....				15.38			The greater part of the stolen funds was recovered.
Hawley, Okla.....	J. Schlyer.....	Burglary.....	150.15		145.27				Disallowed; money recovered.
Hays, Kans.....	K. C. Combs.....	In transit.....			17.00				
Hazard, Ky.....	De N. Kling.....	Burglary.....	23.10	111.82					
Hazleton, Iowa.....	F. E. Roper.....	do.....	8.04	67.91	23.42	23.10	67.91	\$32.43	Disallowed; failure to remit in compliance with instructions.
Hebron, Nebr.....	I. Hovatter.....	In transit.....							
Helmer, Ind.....	J. W. Foster.....	Burglary.....		1.70			1.70		
Henderson, Nebr.....	W. H. Latimer.....	do.....		1.00			1.00		
Henrico, Ga.....	S. P. Bell.....	In transit.....	3.05						Withdrawn; money recovered.
Henrietta, W. Va.....	W. Thompson.....	Burglary.....	18.25	.86	89.35				Disallowed; loss resulted from negligence.
Hepler, Kans.....	C. J. Lauderdale.....	do.....				135.54		89.35	
Hernando, Miss.....	W. Herold.....	do.....		2.68					Do.
Herold, Mo.....	W. H. Shetter.....	do.....	7.87						Do.
Herwood, Ky.....	L. Stricker.....	In transit.....	1.61						Disallowed; failure to remit in compliance with instructions.
Hershey, Nebr.....	E. Kitts.....	Flood.....							
Heaton, Ohio.....	F. P. Hannigan.....	Fire.....				18.48	28.74	28.74	
Hewitt, Minn.....	T. W. Hapton.....	Burglary.....	4.00	62.08		28.12	31.12	48.70	
Higdon, Ark.....	R. J. Walsh.....	do.....	31.16	82.00	25.38	4.00	62.08	28.38	
Higwood, Conn.....						30.13	30.75		

Hillboro, Ky.....	H. A. Day.....	do	28.52	83.80	20.85	28.52	10.90	973 of the stolen funds should have been deposited.
Hilltop, Ky.....	L. E. Swetman.....	Fire.....	12.87	.....	.....	12.87	.....	Disallowed; no proof of loss.
Hines, Mo.....	W. S. Crotch.....	Burglary.....	8.05	.....	3.05	.....	.....	Disallowed; loss resulted from negligence.
Hinson Springs, Tenn.....	J. H. Long.....	Fire.....	.....	.....	.....	.....	.....	Disallowed; failure to remit in compliance with instructions.
Hinton, Iowa.....	D. W. Inter, Jr.....	Burglary.....	31.11	.....	.....	33.87	.....	Disallowed; loss resulted from negligence.
Hoadley, Va.....	C. S. Davis.....	Fire.....	75.75	.....	2.90	75.75	.....	Disallowed; failure to remit in compliance with instructions.
Hodenville, Ind. T.....	C. M. Allen.....	Burglary.....	.....	.....	.....	.....	.....	Disallowed; loss resulted from negligence.
Holladay, Tenn.....	J. M. Holladay.....	do	2.90	.....	.....	.....	.....	Disallowed; money was received at depostory.
Hollansburg, Ohio.....	G. W. Harrison.....	In transit.....	34.00	.....	.....	.....	.....	Disallowed; loss resulted from negligence.
Hollenberg, Kans.....	J. T. Lewis.....	Burglary.....	161.84	.....	9.00	161.84	42.53	Disallowed; money recovered.
Holly, Colo.....	C. L. McPherson.....	do	6.88	42.53	6.88	.....	.....	Disallowed; loss resulted from negligence.
Hollygrove, Ark.....	A. Z. Roberts.....	do	9.36	.....	5.00	9.36	.....	Disallowed; loss resulted from negligence.
Homesville, Ohio.....	J. E. McClelland.....	do	5.00	.....	.....	.....	.....	Disallowed; failure to remit in compliance with instructions.
Honeygrove, Pa.....	W. V. Swearingen.....	Fire.....	25.09	.....	.....	15.25	.....	Disallowed; money was received at depostory.
Hopewell, Mo.....	T. W. Nixon.....	do	752.07	25.20	19.85	752.07	25.20	Disallowed; loss resulted from negligence.
Horsesham, N. Y.....	T. B. Peck.....	Burglary.....	24.65	.....	.....	48.00	.....	Disallowed; failure to remit in compliance with instructions.
Hout, W. Va.....	E. H. Hout.....	do .....	.....	.....	.....	.....	.....	Disallowed; money was received at depostory.
Houma, La.....	J. F. Fillingame.....	do	14.60	.....	.....	.....	.....	Disallowed; loss resulted from negligence.
Hubbard, Neb.....	George H. Reeds.....	do	38.85	29.77	61.45	18.68	29.77	Disallowed; failure to remit in compliance with instructions.
Hudson, N. Y.....	W. J. Pendleton.....	Fire.....	8.05	.....	.....	8.05	.....	Disallowed; money was received at depostory.
Hudson, N. Y.....	J. M. Johnson.....	Burglary.....	155.41	12.70	156.41	2,046.58	12.70	Disallowed; loss resulted from negligence.
Huffman, N. Y.....	H. M. Stewart.....	do	12.33	.....	.....	9.33	.....	Disallowed; failure to remit in compliance with instructions.
Hulberton, N. Y.....	M. L. Kerwin.....	do	125.18	.....	.....	.....	.....	Disallowed; loss resulted from negligence.
Humeson, Ind.....	A. H. Kesson.....	Fire.....	28.21	.....	.....	28.21	.....	Disallowed; money was received at depostory.
Hunting, N. Y.....	C. S. Parve.....	do .....	.....	22.00	.....	60.13	.....	Disallowed; failure to remit in compliance with instructions.
Hunting, Ark.....	T. W. Dyer.....	In transit.....	51.29	105.32	.....	.....	.....	Disallowed; loss resulted from negligence.
Hurley, Wis.....	M. G. McGeehan.....	Burglary.....	1.81	53.00	1.04	1.75	52.00	Disallowed; failure to remit in compliance with instructions.
Husk, N. C.....	G. W. Thompson.....	Storm.....	.....	.....	.....	.....	.....	Disallowed; money was received at depostory.
Industry, Ill.....	G. W. Jones.....	In transit.....	10.82	.....	.....	.....	.....	Disallowed; loss resulted from negligence.
Ingleside, Pa.....	W. M. Dougall.....	Fire.....	4.00	.....	.....	.....	.....	Disallowed; failure to remit in compliance with instructions.
Ingram, Okla.....	J. M. Laws.....	In transit.....	.....	.....	.....	.....	.....	Disallowed; money was received at depostory.
Irene, S. C.....	R. Hilton.....	Misc.....	.....	.....	.....	8.60	.....	Disallowed; loss resulted from negligence.
Irvine, Pa.....	W. M. Metzger.....	Burglary.....	12.37	1.69	8.39	12.37	1.69	Disallowed; failure to remit in compliance with instructions.
Irrington, N. J.....	M. A. Van Cleave.....	do	315.53	.....	15.21	293.40	.....	Disallowed; money was received at depostory.
Isabwood, Wyo.....	M. L. Jones.....	In transit.....	16.68	.....	.....	.....	.....	Disallowed; loss resulted from negligence.
Island Heights, N. J.....	W. A. Parker.....	Burglary.....	105.94	74.25	105.94	298.41	74.25	Disallowed; failure to remit in compliance with instructions.
Itasca, Ga.....	J. A. Lambert.....	do	2.17	.....	2.17	.....	.....	Disallowed; money was received at depostory.
Jackson, Cal.....	J. Mehan.....	Fire.....	52	.....	.....	52	.....	Disallowed; loss resulted from negligence.
Jackson, Mo.....	N. C. Harrison.....	Burglary.....	314.77	22.35	4.24	213.00	22.35	Disallowed; failure to remit in compliance with instructions.
Jackson, Wis.....	A. R. Braun.....	do	58.12	113.56	69.12	107.06	.....	Disallowed; loss resulted from negligence.
Jamestown, Cal.....	P. Whyte.....	In transit.....	.....	95.00	.....	.....	.....	Disallowed; failure to remit in compliance with instructions.
Do.....	do	do .....	.....	65.00	.....	.....	.....	Disallowed; loss resulted from negligence.
Jewettville, N. Y.....	C. S. Davis.....	Fire.....	12.35	9.00	14.71	11.25	18.00	Disallowed; failure to remit in compliance with instructions.
Do.....	do	Burglary.....	33.71	13.75	.....	80.82	.....	Disallowed; money was received at depostory.
John Day, Ore.....	F. T. McCallum.....	do	12.75	.....	.....	.....	.....	Disallowed; failure to remit in compliance with instructions.
Johnsville, Ky.....	J. T. Watson.....	do	22.51	.....	.....	.....	.....	Disallowed; loss resulted from negligence.
Jellytown, Pa.....	J. Dye.....	do	5.37	48.84	.....	.....	.....	Disallowed; failure to remit in compliance with instructions.

REPORT OF THE POSTMASTER-GENERAL.

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, from July 1, 1896, to June 30, 1897, etc.—Continued.

Post-office.	Postmaster.	Cause of loss.	Amounts claimed.			Amounts allowed.			Remarks.
			Postal funds.	Postage stamps, etc.	Money-order funds.	Postal funds.	Postage stamps, etc.	Money-order funds.	
Josephine, Ga.	W. D. Hodges	Fire	.....	\$14.00	.....	.....	.....	.....	Disallowed; no proof of loss.
Junda, Wis.	E. J. Shurt	Burglary	.....	122.17	.....	.....	.....	.....	No loss of money-order funds.
Junction, N. J.	P. S. Shurt	Fire	.....	24.98	\$25.00	.....	.....	.....
Kamiah, Idaho	H. M. Jorgens	Robbery	.....	2.87	.....	.....	.....	.....
Kanar, Iowa	A. Bohning	Fire	.....	3.00	.....	.....	.....	.....
Kanawast, Minn.	E. M. Blakeslee	Burglary	.....	10.81	.....	.....	.....	.....
Kashner, Pa.	S. H. Groh	Fire	.....	.....	.....	.....	.....	.....
Kasson, Iowa	C. H. Lewis	Burglary	.....	3.00	.....	.....	.....	.....
Kearney, Iowa	W. H. Wellington	do	.....	21.60	.....	.....	.....	.....
Kearney, Iowa	A. D. Beaman	do	.....	25.01	.....	.....	.....	.....
Kekokas, Wis.	G. Engel	In transit	.....	.....	83.00	.....	.....	.....
Kelley, Iowa	E. E. Foster	Burglary	.....	2.00	.....	.....	.....	.....
Kennett, Mo.	L. Jones	do	.....	123.75	14.95	.....	.....	.....
Keno, Oreg.	J. G. Walker	In transit	.....	33.21	.....	.....	.....	.....
Ketterman, Mo.	C. V. Wilson	Fire	.....	.....	.....	.....	.....	.....
Ketterman, Mo.	D. S. Moseley	Fire	.....	1.50	.....	.....	.....	.....
Keston, W. Va.	R. W. Scott	Flood	.....	.....	.....	.....	.....	.....
Kewville, Va.	J. E. Eubank	Burglary	.....	226.59	70.91	.....	.....	.....
Kibbourn, Ill.	S. Holmes	do	.....	61.16	26.31	.....	.....	.....
Killbuck, Mo.	A. E. Picard	In transit	.....	2.50	107.00	.....	.....	.....
Kimawick, Mo.	L. K. Waters	Burglary	.....	8.50	1.50	.....	.....	.....
Kinsey, N. C.	G. P. Axley	do	.....	8.45	.....	.....	.....	.....
Kirkwood, Ky.	W. M. Jordan	Fire	.....	13.19	.....	.....	.....	.....
Knight, Tex.	J. Fowler	Burglary	.....	11.24	.....	.....	.....	.....
Knorrville, W. Va.	S. W. Keyser	do	.....	68.50	.....	.....	.....	.....
Koppel, Tex.	R. Masey	do	.....	.....	89.79	.....	.....	.....
Kully Chaha, Ind. T.	A. H. Ritter	do	.....	3.94	.....	.....	.....	.....
Lacey Spring, Va.	R. Harrison	do	.....	6.64	.....	.....	.....	.....
Lacrosse, Ark.	T. B. Childress	do	.....	36.79	45.24	.....	.....	.....
Lafarge, Wis.	G. E. Tate	Cyclone	.....	2.53	75.00	.....	.....	.....
Lafontaine, Kans.	J. S. Taylor	do	.....	.....	.....	.....	.....	.....
Lahoma, Okla.	G. H. Newmyer	Burglary	.....	24.19	.....	.....	.....	.....
Lake Cary, Pa.	E. W. Stevens	Fire	.....	53.57	.....	.....	.....	.....
Lake George, Colo.	T. H. Stratton	do	.....	65.48	35.00	.....	.....	.....
Lakeland, Md.	W. C. Parker	Burglary	.....	21.92	.....	.....	.....	.....
Lake Mills, Wis.	C. L. Hubbs	do	.....	19.94	.....	.....	.....	.....
Laketon, Ind.	H. Ogden	do	.....	79.00	135.62	.....	.....	.....
Lakeville, Minn.	M. J. Lenthian	Fire	.....	115.00	105.00	.....	.....	.....
Lakewood, Colo.	A. Hatch	do	.....	10.00	.....	.....	.....	.....

The money-order funds should have been deposited.
The greater part of the stolen stamps was recovered.

Disallowed; loss resulted from negligence.
Do.
This allowance is in addition to that made June 18, 1892.

Lamarine, Pa.	R. Hays.	do	10.68	11.09	do	21.40	Disallowed; loss resulted from negligence.
Lamont, Wis.	M. W. Hunt.	do	16.39	do	do	16.39	do
Lancaster, Ky.	J. I. Hamilton.	do	205.91	do	do	205.91	do
Landonville, Md.	T. W. Landon.	do	26.68	do	do	26.68	do
Lanceboro, Pa.	N. Biabe.	Burglary	4.25	89.54	11.25	98.61	11.25
Langty, Ga.	W. B. Hall.	In transit	do	do	do	do	do
Lanham, Neb.	W. F. Roswell.	Burglary	4.00	39.62	do	39.62	do
Larchmont, N. Y.	B. F. Palmer.	do	7.25	do	do	7.25	do
Late, Ill.	G. W. Elwyn.	Fire	do	do	do	do	do
Lawville Center, Pa.	A. J. Cosgriff.	do	16.25	65.08	16.25	88.19	do
Leavittsburg, Ohio.	E. E. Murphy.	Burglary	21.32	21.32	67.06	28.00	67.06
Leban, Wash.	A. S. Patton.	Fire	do	do	do	21.32	do
Lebanon, Pa.	H. G. Walter.	Burglary	41.09	41.09	do	do	do
Leemont, Va.	D. H. Johnson.	Fire	do	do	do	87.32	do
Leewood, N. C.	M. E. Perry.	In transit	17.00	do	do	do	do
Leona, Ohio.	J. B. Cox.	Burglary	.50	41.54	do	do	Disallowed; money recovered.
Lendenman, S. C.	V. W. Griffin.	Fire	14.16	14.16	do	14.16	Disallowed; loss resulted from negligence.
Lenexa, Kans.	C. E. Hart.	do	8.00	94.53	do	94.53	do
Leola, Pa.	H. M. Stauffer.	Burglary	80.07	80.07	do	80.07	Disallowed; restitution for the stolen property made by the thief.
Leotin, Idaho.	O. S. Lee.	do	18.41	do	do	do	Disallowed; loss resulted from negligence.
Leslie, Ark.	S. Leslie.	do	17.98	do	do	do	do
Letot, Tex.	C. Letot.	Fire	112.00	63.92	67.75	63.78	do
Lewisburg, W. Va.	T. L. Reamster.	Burglary	5.00	601.99	110.77	601.19	67.75
Liberal, Mo.	W. F. Musgrove.	do	do	8.04	294.85	do	do
Liberty, Ky.	J. W. Whipp.	do	do	do	90.51	do	do
do	do	do	do	do	do	7.23	90.51
Liberty Furnace, Va.	J. W. Bowers.	Fire	do	do	do	64.00	do
Libertyville, Ill.	G. H. Schauk.	do	1.88	18.32	do	do	Disallowed; stolen property recovered.
Libertyville, Mo.	H. L. Keith.	Burglary	do	do	do	87.97	do
Linden, Va.	W. O. Walter.	do	6.00	347.30	4.00	288.23	do
Linsville, Pa.	J. W. Haworth.	do	do	do	do	do	do
Linn, Ind. T.	R. E. Green.	do	1.00	do	1.00	51.71	191.07
Lisbon, N. Dak.	R. S. Wisner.	do	13.76	51.71	191.67	13.76	do
Liton, Tenn.	R. B. Lee.	do	do	do	do	33.01	do
Liverpool, Ill.	A. Mace.	Fire	11.10	9.91	11.10	do	do
Louisville, Ohio.	L. Green.	Burglary	17.10	do	do	10.10	Disallowed; loss resulted from negligence.
Lohn, Tex.	W. F. Roberts.	Fire	do	do	do	9.20	do
Long Lick, Ky.	J. W. Palmer.	do	do	do	54.00	do	Disallowed; failure to remit in compliance with instructions.
Louisville, Ga.	R. H. Watkins.	In transit	do	do	do	do	do
Louisville, Miss.	M. A. Metts.	do	do	3.33	256.00	do	Disallowed; loss resulted from negligence.
Louisville, Ark.	D. J. Barnes.	Burglary	do	do	do	6.45	do
Lovasa, Wis.	D. C. Bagtion.	Fire	12.63	20.00	9.25	do	do
Lovely, Ill.	P. Griffin.	Burglary	27.61	27.61	2.50	29.56	Loss of postal funds not proved.
Lower Marlboro, Md.	J. M. A. Darrymple.	do	18.90	46.25	7.83	49.25	do
Lower, Ky.	J. E. Lowe.	do	7.33	17.63	do	17.63	Disallowed; failure to remit in compliance with instructions.
Loya, Md.	C. H. Miller.	do	8.12	do	do	do	do
Lucella, Tenn.	H. D. Follard.	In transit	do	do	do	do	do
Luckey, Ohio.	G. F. Claus.	Burglary	72.98	120.79	84.63	110.79	do

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, from July 1, 1896, to June 30, 1897, etc.—Continued.

Post-office.	Postmaster.	Cause of loss.	Amounts claimed.			Amounts allowed.			Remarks.
			Postal funds.	Postage stamps, etc.	Money-order funds.	Postal funds.	Postage stamps, etc.	Money-order funds.	
Ludlow, Vt.	D. Reed.	Burglary		\$23.88					
Luzerne, N. Y.	H. Clemens	do		238.88					
Luzerne, Pa.	J. T. Killen	do	\$354.90		\$123.60	\$354.90	\$237.46	\$123.60	Disallowed; loss resulted from negligence.
Lyons, Nebr.	A. T. Hill	do			10.00				Disallowed; loss did not result from burglary.
McConnell, Tenn.	W. B. Chancey	Fire					31.58		Do. Dismissed; the money has been recovered.
McConnell, Va.	H. M. McConnell	Burglary		2.00			2.00		
McDowell, Ill.	J. K. Ostrander	do		14.08			14.08		
McGea, W. Va.	L. J. Curry	Fire				7.86	25.00		
Machens, Mo.	J. H. Machens	Robbery	10.00			10.00			
McKean, Pa.	S. J. Gosman	Burglary			30.00				
Macon, Tenn.	W. H. Edenton	In transit	3.04						
Madison, Kans.	E. Michell	Burglary	22.90	792.94	18.90	22.90		18.90	
Madison, N. C.	C. B. McNally	Fire	2.67	11.27			11.27		
do	do	Burglary		12.00		2.60	12.00		
Madison, Ohio	O. W. Kneale	do		54.39			54.39		
Magazine, Ala.	J. F. McGowin	Fire		28.71			28.31		
Mahone, Va.	J. G. Alvis	Burglary	4.00						
Malcolm, Md.	W. R. Wade	do	10.00	14.24					
Manassas, N. J.	W. White	do	19.83	383.30	68	19.83	383.30	68	
Manchester, Kans.	J. H. Glenn	do			37.70			37.70	
Manito, Pa.	J. S. Beam	do		24.74			24.23		
Manitou, Colo.	H. B. Snyder	do		211.08			211.08		
Manlius, N. Y.	F. P. Emmons	do	57.00	605.23	26.79	57.00	605.23	26.79	Dismissed; the money has been recovered.
Mansfield, La.	W. B. Taylor	In transit			52.00				Disallowed; loss resulted from negligence.
Mansfield Center, Conn.	A. W. Buchanan	Burglary	23.81						Do.
do	do	do							
Mansford, Wash.	W. H. Rinker	Fire	1.80			1.80	11.78		
Mantus Station, Ohio.	J. W. Glibreath	Burglary	111.37	285.17	39.35	111.87	294.01	38.35	Dismissed; loss made good by a postal clerk.
Marble, N. C.	A. B. Smith	In transit	6.18						
Marcy, N. Y.	A. Kearns	Burglary		60.18			60.18		
Marionville, Pa.	H. H. McCellan	do	71.55	492.76	107.90	53.55	492.76	20.90	
Marlboro Mills, Conn.	D. Jones	Fire	5.00	68.20			65.11		
Marquette, Nebr.	J. A. Waddell	do		8.15			8.15		
Marshfield, Ore.	J. D. Black	Burglary		66.10	41.93				Disallowed; no proof of burglary.
Martin, Tenn.	W. B. Gibbs	do	100.22	118.52	118.52	100.22		118.52	
Martin, S. Dak.	C. B. Williams	do	7.69		47.63	6.00		47.63	
Marysville, Mich.	W. C. Rhadigan	do	.90	1.40					
Mason, Fla.	R. W. Turner	Fire		28.57			27.26		
Mason City, Iowa.	W. E. Miller	do		36.86			36.67		Disallowed; loss resulted from negligence.
Mauricetown, N. J.	J. B. Wilson	Burglary		84.15			84.15		

Mayo, Va.	J. S. Teet	Fire	6.42			20.75	
McAdams, Mo.	E. W. Whitley	Burglary	6.42			47.22	
McAdams Valley, Wis.	C. Teet	Fire	20.25	2.32		2.92	Loss of postal funds not proved.
Meeking, S. Dak.	H. W. Verneusen	Burglary	18.85	35.15		5.00	Disallowed; loss resulted from negligence.
Mendota, Wis.	H. H. Biddeston	do		11.63			
Menasha, Wis.	F. H. Biddeston	do	2.25	1.00		1.00	Disallowed; failure to remit in compliance with instructions.
Mercer, Tenn.	F. W. McGladrey	do					Disallowed; loss resulted from negligence.
Meshoppen, Pa.	G. W. Pheasant	In transit		60.00			
Metamora, Mich.	A. H. Barnes	Burglary	50				
Miami, N. C.	J. Q. Parker	Fire	10.00	22.35		22.35	
Miami, Conn.	J. Maher	Burglary	0.22	154.15	15.97	154.15	15.97
Milam, Pa.	S. L. Anthony	do		41.70			
Milford, Del.	W. Reynolds	do	1.00	12.71	.78	12.68	
Milford, Neb.	A. M. Galin	do		189.54		189.54	
Milford, Pa.	J. S. Gale	do		87.83		87.83	
Millard, Neb.	C. M. Text	do			88.00		
Millersburg, Ga.	M. W. Wright	do	3.05		2.05		3.40
Miller, S. Dak.	J. Pusay	do	27.64	185.46	88.52	185.46	88.52
Millersville, N. Y.	H. H. Davis	do	12.25			12.25	
Millway, Pa.	E. M. Shank	do	1.33	166.28	35.47	166.28	35.47
Millwood, Tex.	J. M. Nunn	do	4.97	1.00			
Mineral Ridge, Ohio	J. D. Pagg	In transit		14.00	4.97	1.00	
Minersville, Pa.	A. M. Whitney	Burglary	50.60	109.27	72.07	109.27	72.07
Miner, Ill.	C. E. Steel	do	23.19		8.92		8.92
Mitchell, Ind.	J. F. Davis	do	70.00	543.98	60.63		60.63
Mitchellville, Md.	H. F. Phillips	do		5.55		543.98	
Molalla, Oreg.	A. Stubbs	In transit			148.00	5.00	148.00
Molino, Fla.	W. H. Trimmer	Burglary	2.00				
Moncup Valley, N. Y.	J. M. Gillespie	Fire	7.00	18.06			
Montean, Pa.	G. W. Leale	Burglary	18.40				
Monterey, Ill.	Z. H. Weaver	do	3.16	8.28			
Monterey, Wis.	H. Dames	do		94.65		82.77	
Montfort, Wis.	C. G. Van Buren	do	1.00	1.38		1.38	
Monticello, Tex.	A. Siepmann	do					
Montrose, Conn.	A. Uhl	Fire	13.83	394.77	8.30	16.98	
Montvale, Wis.	C. D. Morgan	Burglary	35.89	294.20		394.72	3.30
Morgan Valley, W. Va.	do	do	5.44	77.25			
Do	do	do					
Moscow, Tex.	A. S. Canon	do	12.60		12.60		
Moss, Tenn.	A. J. Whitson	do				14.71	
Moxy, W. Va.	W. B. Honaker	do			3.50	37.41	
Mound Valley, Kans.	I. M. Hinds	Burglary	1.09	27.63			
Moundville, Mo.	T. S. Jarboe	do		48.71			
Mountainhome, Pa.	G. Shaler	do	5.50	105.53	5.74	105.29	
Mount Angel, Oreg.	J. W. Ebner	do		178.10		178.10	
Mount Easton, Ohio	E. Ruch	do			25.00	64.91	3.28
Mount Freedom, N. J.	E. S. Thompson	Fire		8.30		8.30	
Mount Leonard, Mo.	P. Kellett	Burglary	63.98				
Mount Vernon, Ky.	C. Brown	do	65.77	19.21	59.81	19.21	6.81
Mumma, Ohio	G. F. Mumma	do	.70	2.50	23.96	2.50	
Mumma Valley, Ohio	do	do			.70		

REPORT OF THE POSTMASTER-GENERAL.

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, from July 1, 1896, to June 30, 1897, etc.—Continued.

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Kunnelly, Tenn.	P. Whelan	7.90	31.03	94.06	7.90	54.38	100.47	Disallowed; not presented within time required by statute.
Nye, Mo.	J. E. Kennedy	78.28	2.03	100.47	78.28	100.47	100.47	Disallowed; loss resulted from negligence.
Oak, Nebr.	E. F. Philby							Dismissed; the money was recovered.
Oakdale, Ky.	F. Day							Disallowed; loss resulted from negligence.
Oak Harbor, Ohio.	W. Bleckner		21.03	94.06				Dismissed; the money was recovered.
Oakland, N. Y.	H. C. Farnum		2.03					Dismissed; the money was recovered.
Oakland, Tenn.	J. C. Mathews	1.63						Dismissed; the money was recovered.
Oakley, Iowa.	L. Reibel, Jr.	1.50	50		1.50	50		Dismissed; the money was recovered.
Oak Ridge, Mo.	C. O. Under		17.43			10.84		Dismissed; the money was recovered.
Oakville, W. Va.	L. L. Eason	32.00	32.00			32.00		Dismissed; the money was recovered.
Oakville, Iowa.	L. C. Thomson	34.08	41.54		34.08	34.08		Dismissed; the money was recovered.
Oakwood, Mich.	H. C. Felton					44.96		Dismissed; the money was recovered.
Ocala, Ohio.	L. W. Murphy	1.70				8.17		Dismissed; the money was recovered.
Ocala, Fla.	L. F. Taylor	13.00	168.13	27.91	13.00	168.13	27.91	Dismissed; the money was recovered.
Ocala, Minn.	H. I. Ziesner	2.00	84.13	84.13	2.00	84.13	84.13	Dismissed; the money was recovered.
Oconomowoc, Wis.	F. P. Marston	6.49	191.79	17.99	6.49	191.79	17.99	Dismissed; the money was recovered.
Oconomowoc, Wis.	F. E. Huns							Dismissed; the money was recovered.
Olden, Mo.	J. H. Markos		9.26			9.26		Dismissed; the money was recovered.
Oldenburg, Ind.	J. F. Fenton		33.63			33.63		Dismissed; the money was recovered.
Oldtown, Fla.	L. C. Sparks	1.56	12.40		1.56	12.40		Dismissed; the money was recovered.
Omaha, Neb.	P. J. Hark		49.78			49.78		Dismissed; the money was recovered.
Oonah, Tex.	W. L. Wagner		43.79			43.79		Dismissed; the money was recovered.
Oorang, Ind. T.	J. W. Waters		21.59.69	267.27	156.28	21.59.69	267.27	Dismissed; the money was recovered.
Orange, Cal.; Oreg.	S. R. Green	156.28	51.13			51.13		Dismissed; the money was recovered.
Oran, Kans.	L. Keene							Dismissed; the money was recovered.
Oran, Kans.	P. Keady		266.72	261.53	47.70	266.72	261.53	Dismissed; the money was recovered.
Orting, Wash.	W. B. Starr	47.70	11.00		47.70	11.00	61.38	Dismissed; the money was recovered.
Osburn, Kans.	C. H. Giller		129.25	1.03	4.47	129.25	1.03	Dismissed; the money was recovered.
Oswego, Ohio.	C. J. Liebig	4.47						Dismissed; the money was recovered.
Ottobine, Va.	K. Paul		14.01			14.01		Dismissed; the money was recovered.
Overtown, Md.	J. H. Ruth		15.70			15.70		Dismissed; the money was recovered.
Overtown, Md.	J. H. Ruth		8.85			8.85		Dismissed; the money was recovered.
Oxford, N. J.	W. Carmany		39.77			39.77		Dismissed; the money was recovered.
Padanaram, Ohio.	J. Hilbert		14.19			14.12		Dismissed; the money was recovered.
Padanaram, Ohio.	C. A. Goff	20.40						Dismissed; the money was recovered.
Painters, Tenn.	J. E. Wells	4.22			5.03	41.54		Dismissed; the money was recovered.
Painters, Tenn.	S. M. Moore							Dismissed; the money was recovered.
Painters, Tenn.	J. H. Byrd							Dismissed; the money was recovered.
Palatka, Ky.	J. McKechnie, Jr.		5.41			5.41		Dismissed; the money was recovered.
Palatine Bridge, N. Y.	A. Fuller		15.19	2.03		15.19		Dismissed; the money was recovered.
Palatine, N. Y.	A. Timmerman							Dismissed; the money was recovered.
Palmer, Nebr.	B. Gallagher							Dismissed; the money was recovered.
Paragon Mills, Tenn.	A. P. Mays							Dismissed; the money was recovered.
Parla, Ala.	G. Pate	.56						Dismissed; the money was recovered.
Parkers, N. Y.	L. B. Parker			2.00		73.37		Dismissed; the money was recovered.
Parkersburg, Iowa.	J. Knapp		49			49		Dismissed; the money was recovered.
Parkley, Va.	A. O. F. Ewell							Dismissed; the money was recovered.
Parkton, Md.	J. S. Price	32.00						Dismissed; the money was recovered.
Parsons, Tenn.	J. S. Barham		27.55			27.55		Dismissed; the money was recovered.
Parrott, Va.	R. W. Smith	10.00						Dismissed; the money was recovered.
Parrott, Wash.	H. J. Vaughn							Dismissed; the money was recovered.

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, from July 1, 1896, to June 30, 1897, etc.—Continued.

Post office.	Postmaster.	Cause of loss.	Amounts claimed.			Amounts allowed.			Remarks.
			Postal funds.	Postage stamps, etc.	Money-order funds.	Postal funds.	Postage stamps, etc.	Money-order funds.	
Patterson, Tex.	W. B. Cllett.	Fire		\$2.17			\$2.17		
Patterson, Ala.	J. G. Weatherly	do		27.50			23.50		
Pattersonburg, Mo.	J. W. Tanguary	do		2.69			3.00		
Pawpa, W. Ill.	J. H. Brainer.	Burglary		61.87					Disallowed; no evidence of loss.
Peggy, Mo.	H. A. Holland	Fire		21.01			22.63		
Peizer, S. C.	L. Sargent	do		21.36			9.70		
Pender, Va.	N. Stewart	do				\$1.70	32.50		
Pensacola, Fla.	W. F. Lee	Larceny	\$20.00						
Perria, Cal.	D. Griffin.	Fire		109.43			109.43		
Perth Amboy, N. J.	G. H. Tice	Burglary		2,063.48	\$82.00		2,063.48	\$82.00	
Do.	C. P. Convery	do	304.34	1,899.76		304.34	1,899.76		
Petersburg, Ill.	R. Snape	do		52.83		86.72	51.36	2.89	
Petersburg, Va.	J. E. Abbott	do		24.10			22.89		
Petersville, Ind.	C. E. Davis	do		24.10			22.89		
Petersville, Mich.	C. E. Gardner	do		24.97			24.97		
Philadelphia, Pa.	W. W. Carr	In transit			125.00				Disallowed; failure to remit in compliance with instructions.
Phillips Station, Pa.	E. B. Phillips	Fire		30.14			20.14		
Piedmont, W. Va.	T. F. Kenny	Burglary		20.86			20.86		
Pike, Ark.	D. D. Tregmorton	do	30.73			30.00			
Pine Creek, Pa.	E. C. Dake	Fire		13.71			13.71		
Pine Grove, Ala.	J. B. Lloyd	Burglary	11.57		154.91	11.57		77.67	
Pine Grove, Iowa.	S. M. Anderson	Fire		9.45			37.45		
Pittsboro, N. C.	J. Phillips	Burglary		9.45			8.07		
Plainfield, Mo.	J. E. Wilson	Fire		18.51					Dismissed; the money was recovered.
Plainville, Mass.	H. G. Bacon	Burglary	1.00	25.32	85.00		25.32	17.00	The remainder claimed for money-order funds should have been deposited.
Pleasanton, Iowa	L. W. Covington	Fire							Do.
Ponca, Okla.	W. W. Brown	Burglary	43.52	1.20	203.21	43.52	1.20	.58	Disallowed; loss resulted from negligence.
Portage, Pa.	M. D. Ake	do	8.10	137.30	34.12				Do.
Port Byron, N. Y.	E. M. Slayton	In transit			20.00				Disallowed; the money was acknowledged by depository.
Portland, Fla.	H. Jernigan	Burglary	14.13			14.13			
Port Trevorton, Pa.	C. W. Knight	Fire					167.05		
Postal, Mo.	M. Miller	do	10.00			10.00	43.79		Disallowed; loss resulted from negligence.
Porter, Ky.	T. J. Branham	Burglary	1.31	43.75					Do.
Poultney, Vt.	R. J. Humphrey	do	5.00	896.73	4.86				Disallowed; no proof of loss in transit.
Powell, Mo.	W. J. Rodgers	In transit					65.99		
Powell, Tex.	T. J. Brookshire	Fire		219.73			219.73		
Prairie du Sac, Wis.	H. V. Page	Burglary	5.00	7.10	275.25	5.00	6.75	240.75	
Prescott, Ariz.	E. J. F. Horne	do	3.10	154.81			154.81		
Prineville, Oreg.	M. A. Moore	do							Disallowed; loss resulted from negligence.

Proctorville, Ohio.....	J. H. Parker.....	do	2.70	.....	.....	2.70	.....	.....	Do.	.....
Pumpert, Minn.....	F. R. Miller.....	do	.....	249.32	61.28	107.20	280.40	61.28	Do.	.....
Punah, W. Va.....	G. W. Ford.....	do	199.70	5.00	41.68	.....	34.44	.....	Do.	.....
Quaker Hill, Conn.....	T. M. Peck.....	Fire	10.00	41.68	.....	.....	.....	.....	Do.	.....
Quincy, Pa.....	F. J. Alexander.....	Burglary	.....	8.49	.....	.....	3.40	.....	Do.	.....
Quincy, Pa.....	C. A. Harvey.....	Fire	.....	.....	.....	.....	25.02	.....	Do.	.....
Rabbitsville, Ind.....	C. T. Shelby.....	do	.....	1.12	.....	.....	1.61	.....	Do.	.....
Rainy, Okla.....	T. J. Shepherd.....	do	.....	.....	.....	.....	.....	.....	Do.	.....
Ramsey, Pa.....	W. L. David.....	In transit	.....	.....	10.00	.....	.....	.....	Do.	.....
Randolph, Ala.....	C. W. Brand.....	Burglary	.46	.....	50.63	.....	.....	50.63	Do.	.....
Randolph, Tex.....	H. M. Norman.....	do	.....	41.41	.....	.....	41.41	.....	Do.	.....
Raymond, Ohio.....	D. C. Coolman.....	do	91.24	636.78	174.97	91.24	636.53	174.97	Do.	.....
Raymond, S. C.....	J. G. Smith.....	Fire	.....	.....	.....	.....	24.58	.....	Do.	.....
Redington, Neb.....	B. Wilcox.....	Storm	.....	6.46	.....	.....	6.44	.....	Do.	.....
Reefree, Mass.....	L. Harris.....	Burglary	.....	22.80	.....	.....	.....	.....	Do.	.....
Reeno, Ohio.....	R. Keeter.....	do	55	.....	.....	.....	.....	.....	Do.	.....
Reems Station, Va.....	J. Halligan, Jr.....	do	17.13	5.24	.....	17.13	5.24	.....	Do.	.....
Reese, Ohio.....	A. F. Herr.....	do	.....	23.75	.....	.....	.....	.....	Do.	.....
Rehoboth, Mass.....	J. C. Marvel.....	Fire	12.00	32.97	.....	12.00	32.97	.....	Do.	.....
Revere, Kansas.....	C. E. Kelly.....	Cyclone	.....	.....	.....	.....	85.89	.....	Do.	.....
Ribble, Mich.....	E. Borland.....	Fire	.....	.....	.....	.....	40.97	.....	Do.	.....
Richland, Pa.....	W. B. Smith.....	do	.....	.....	.....	.....	96.92	.....	Do.	.....
Rico, Mo.....	M. Driver.....	do	.....	.....	.....	.....	25.99	.....	Do.	.....
Ripon, Cal.....	E. C. Dickinson.....	Burglary	60.58	.....	120.04	60.58	.....	26.09	Do.	.....
Roaring Creek, W. Va.....	L. H. Chandler.....	Fire	.....	.....	.....	6.56	26.20	.....	Do.	.....
Robeline, La.....	J. M. H. McCook.....	In transit	.....	.....	90.00	.....	.....	.....	Do.	.....
Robinson, Ky.....	H. J. Martin.....	Burglary	.....	67.44	.....	.....	51.37	.....	Do.	.....
Robelle, Ill.....	A. B. Pool.....	do	.....	.....	100.00	.....	.....	.....	Do.	.....
Roche Park, N. J.....	D. S. MacMullen.....	do	.....	20.61	.....	.....	.....	.....	Do.	.....
Rock, Minn.....	R. Schomberger.....	Fire	1.00	.....	.....	.....	1.00	.....	Do.	.....
Rockaway, Ohio.....	W. Carlick.....	Burglary	.....	26.15	.....	.....	.....	.....	Do.	.....
Rockfalls, Wis.....	G. H. Chamberlin.....	Fire	.....	.....	.....	.....	26.14	.....	Do.	.....
Rockpoint, Md.....	S. S. Lancaster.....	do	.....	.....	.....	.....	77.18	.....	Do.	.....
Rock Springs, Wyo.....	C. Sorensen.....	Burglary	175.23	48.21	173.08	179.30	49.21	173.08	Do.	.....
Rockville, Md.....	A. J. Almoney.....	do	17.25	147.07	.....	17.25	147.07	.....	Do.	.....
Rockwell City, Kansas.....	C. Holinger.....	do	.....	20.58	.....	.....	41.20	.....	Do.	.....
Rockyhill, Conn.....	F. C. Warner.....	do	.....	8.76	.....	.....	8.76	.....	Do.	.....
Rogers, Neb.....	J. C. Bender.....	do	4.34	41.18	.....	4.34	41.18	.....	Do.	.....
Rollins Fork, Va.....	H. Rogers.....	do	.....	.....	.....	.....	.....	.....	Do.	.....
Rooboro, Ill.....	G. K. Carson.....	Fire	.....	.....	.....	.....	6.21	.....	Do.	.....
Roebund, Mont.....	C. F. Rothwell.....	do	.....	60.57	28.42	.....	60.80	.....	Do.	.....
Rosehill, N. Y.....	W. E. Mills.....	Burglary	.....	25.00	.....	.....	39.94	.....	Do.	.....
Roscoe, Iowa.....	J. W. Stromberg.....	Fire	.....	.....	.....	.....	60.57	.....	Do.	.....
Roslyn, Wash.....	T. W. Fleming.....	do	117.35	.....	.....	.....	23.05	.....	Do.	.....
Round Valley, Cal.....	M. H. Blalock.....	Burglary	.....	56.17	.....	.....	.....	.....	Do.	.....
Rowley, Iowa.....	J. Clayton.....	do	10.74	.....	.....	10.74	.....	.....	Do.	.....
Rubyville, Tenn.....	C. W. Stewart.....	do	12.26	9.00	.....	.....	9.00	.....	Do.	.....
Rummerfield, Pa.....	C. F. Park.....	do	.....	75.21	.....	.....	.....	.....	Do.	.....
Russell Gulch, Colo.....	W. B. Askew.....	do	.....	213.03	45.51	.....	316.03	45.51	Do.	.....
Russellville, Ind. T.....	G. S. Russell.....	do	2.85	15.79	.....	2.85	11.54	.....	Do.	.....

Disallowed; failure to remit in compliance with instructions.

Disallowed; loss resulted from negligence.

Remainder claimed for money-order funds should have been deposited.

Disallowed; loss resulted from negligence.

Disallowed; loss not proved.

Disallowed; cause of loss not shown.

Disallowed; loss resulted from negligence.

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, from July 1, 1896, to June 30, 1897, etc.—Continued.

Post-office.	Postmaster.	Cause of loss.	Amounts claimed.			Amounts allowed.			Remarks.
			Postal funds.	Postage stamps, etc.	Money-order funds.	Postal funds.	Postage stamps, etc.	Money-order funds.	
Rydal, Pa.	T. E. Christine.	Burglary	\$33.53	\$21.54	\$47.18	\$33.53	\$23.54	\$47.18	
St. Helena, Md.	C. Lewis.	do	1.02	7.21		1.02	7.21		
St. Paul, Iowa.	J. Schriever.	Fire	18.70	18.70		15.00	18.70		
St. Petersburg, Pa.	L. A. Dittman.	Burglary	15.00	122.53		15.00	122.53		1.34
Salon Center, Ind.	J. Dole.	Fire	69.03	681.39	80.00	69.03	631.36	10.84	
Saltburg, Pa.	A. J. McQuiston.	Burglary	70.00		70.00				
Salt Lake, Idaho.	M. E. Lynch.	In transit	25.00		25.00				
Saltville, Ky.	E. B. Gardner.	Burglary	31.00				30.43		Loss of money-order funds not proved.
Satysville, W. Va.	Smith, Wash.	Fire	16.62				5.98		Disallowed; loss resulted from negligence.
San Carlos, Ky.	A. P. Samuels.	do							
San Diego, Tex.	J. W. Shaw.	In transit	3.75		70.00			70.00	
San Jose, Cal.	B. Rainwater.	Fire	25.75						
San Simon, Ariz.	T. R. Brundt.	Robbery	6.86		10.12				
Santa Fe, Kans.	E. M. McMahon.	Burglary	8.96						Do.
Santon, Va.	D. Pratt.	Fire	22.93						
Sargent, Ga.	A. H. Hamrick.	do	14.51						
Saron, Tex.	C. H. Plimley.	Burglary	2,170.71				13.50		
Saunder, Ky.	A. T. Martin.	do	33.50				8.80		
Sault Ste. Marie, Mich.	J. R. Ryan.	Fire	88.44				14.51		
Savage, Md.	R. Morang, Jr.	Burglary	210.72		190.08	88.44	210.72	110.08	
Savannah, Mo.	S. M. Young.	do	9.86			9.86	47.84		
Sawyer, Minn.	A. L. Hughes.	Fire	39.07						Do.
Schuman, Ohio.	H. M. Schumm.	Burglary	32.97						
Scott, Ohio.	G. Ford.	Fire	10		7.00		32.97		Do.
Seale, Mich.	F. M. Vandling.	Burglary	8,300.00				8,300.00		
Seranton, Pa.	S. L. L. Graham.	In transit	3.26	6.69	4.00				Disallowed; the money was recovered.
Sheridan, S. C.	A. A. Griock.	Burglary	22.82			22.82			Disallowed; loss resulted from negligence.
Shelby, Mich.	E. K. Dehl.	do	20.94		15.83	20.94			Do.
Shelby, Pa.	J. M. Boyd.	Robbery	3.50			3.50			
Shenandoah, Mo.	R. Milliken.	do	2.00						
Shenandoah, N. Y.	do	do	6.15						
Shenandoah, Pa.	G. T. Parker.	Fire	5.00						Do.
Shenandoah, Va.	E. M. Kanaber.	Burglary	1.30			1.30			
Shenandoah, W. Va.	W. D. Coons.	Fire	26.33						
Shaw, Miss.	A. Stephens.	Burglary	26.33						
Shawtown, Ohio.	A. A. Ravenport.	do	7.33						
Shingletown, Pa.	E. I. Pearsall.	Burglary	24.53						
Shinton, W. Va.	L. E. Hurey.	do	17.34						
Shoals, Ind.	C. E. Eacker.	Fire	733.75		1,044.32	733.75			
Shreveport, La.	J. C. Soape.	Burglary	1,801.29			1,801.29			

Shubert, Nebr.	do	12.98	103.80	33.69	13.93	101.64	33.69		
Silver City, N. Mex.	Fire	80	253.30	185.83	80.00	253.17	135.82	Withdrawn; credit for damaged stamps covered entire loss.	
Silverton, Mo.	Burglary	80.00	541.84						
Skaneateles, N. Y.	do								
Slater, Mo.	Fire		5.85			5.85			
Slaughter, Va.	do					80.69			
Sligh, S. C.	Burglary	8.18			8.18				
Smarra, Ga.	Fire								
Smith, Mich.	Burglary	17.10	137.00	44.56	17.13	137.57	44.00	Disallowed; loss resulted from negligence.	
Smith Mills, N. Y.	do		40.58						
Smithton, Mo.	do		106.96			106.96			
Snodgrass, Pa.	do	42.09	6.90	19.59	43.09	5.09	20.33	Part of the money-order funds should have been deposited.	
Sodaville, Oreg.	do	83.59		530.17	83.59		376.17		
Solomonsville, Ariz.	do								
Somersett, Ind.	Fire		42.00			42.00		Disallowed; no loss proved.	
Somersett, Mich.	do		2.40						
South Amboy, N. J.	Burglary		8.45			8.45			
South Branch, N. J.	do	24.83	13.02	23.06	24.32	13.02	23.06		
South Branch, N. J.	do					52.83			
South Dartmouth, Mass.	do								
South Deerfield, Mass.	do	275.01	136.57	70.79					
South Dennis, Mass.	do	42.53	23.90		42.52				
South Fitchburg, Mass.	do	82.00	55.47	33.78	82.00	55.47	33.78	Disallowed; loss resulted from negligence.	
South Keene, N. H.	do	2.41	16.83		2.41	9.91			
South Milford, Ind.	do		104.47			104.47			
South Pittsburg, Tenn.	Fire					175.72			
South Platteburg, N. Y.	do		22.79			22.79			
South Riverside, Cal.	Burglary	33.55	119.00	93.85	33.55	119.00	93.85		
South Union, Ky.	Fire	75	31.42	10.00		29.98			
Spangler, Pa.	do					61.64			
Spang, Ga.	Burglary		3.66	17.78		3.66		Do.	
Sparta, Ga.	do							Do.	
Spaulding, Iowa	do		60.69					Do.	
Spillville, Iowa	Fire	6.05			1.65	21.97			
Sprague, Mo.	Burglary		1.10			1.10			
Springdale, Conn.	Fire								
Springdale, Pa.	do	42.58	113.48	147.37	42.58	101.96	82.37		
Springfield, Ill.	Burglary	39.00	6,527.89			6,527.43			
Springhill, Mo.	do					4.83			
Springville, Iowa	Fire		3.61			3.61			
Springville, La.	Burglary					17.79		Do.	
Springville, Tex.	Fire								
Stadford, Springs, Conn.	do	21.41	29.89	18.78		69.43			
Stadfordville, Conn.	Burglary					11.07		Do.	
Stamley, Miss.	do					3.83		Disallowed; the amount lost was recovered.	
Stampa, A. Miss.	Burglary	97.70							
Starching, Miss.	In transit			53.00					
Stardand, N. C.	Burglary			18.48			18.48		
Steelville, Mo.	Fire		1.00						
Steep Falls, M.	Burglary	23.85	54.89	42.34		1.00	18.48	Disallowed; loss resulted from negligence.	

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, from July 1, 1896, to June 30, 1897, etc.—Continued.

Post-office.	Postmaster.	Cause of loss.	Amounts claimed.		Amounts allowed.		Remarks.
			Postal funds.	Postage stamps, etc.	Money-order funds.	Postage stamps, etc.	
Steins Pass, N. Mex.	E. Rodgers	Fire				\$63.78	
Steubenville, Ky.	E. Corbell	do				4.66	
Steward, Ill.	G. A. Buckman	Burglary		\$30.81		80.81	Disallowed; loss not satisfactorily proved.
Stony Brook, Conn.	S. S. Eapen	do		22.36			Do.
Stony Brook, N. C.	W. M. Marshall	do	\$25.00		\$85.00		
Stratford, Vt.	E. W. Mason	do		16.52			
Stratford, Mo.	E. W. Beasley	do		64.40			
Stratford, Mo.	O. Beasley	Fire		11.00			
Stuyvesantville, N. Y.	E. S. Blackford	Burglary	3.71	77.02		\$10.00	
Stuyvesant, Mich.	E. S. Blackford	do	10.00	6.81		2.76	
Stuyvesant Park, Md.	J. H. Hubbard	do					
Sullivan, Ala.	J. H. Hubbard	Fire		12.11			
Sullivan, Ind.	J. W. Blankenship	do					
Sullivan Springs, Wash.	F. A. Bliss	Burglary	2.70	23.50			
Summit, N. J.	B. Lane	do	605.52	5,342.60		556.72	
Summit, Mo.	S. S. Pike	Fire				53.16	Do.
Surprise, Ohio	J. M. Davis	Burglary		8.94			
Swartwood, N. Y.	T. Woolver	do		49.37			Disallowed; no proof concerning cause of loss.
Sweden, Pa.	J. W. Neefe	Fire				49.37	
Sylvania, Ind.	H. Durham	In transit	5.00			2.52	
Sylvia, Kans.	J. A. Whitehurst	Burglary			18.00		
Tahquale, Ala.	W. E. Dubose	Fire		11.00			
Tahquah, Ind. T.	W. A. Thompson	In transit		61.00			
Talking Rock, Ga.	M. Morrison	Burglary	16.10			16.10	
Talmage, Nebr.	W. H. Eschmeyer	do		70.00			
Talmo, Kans.	A. E. Whan	do		31.35			
Taloga, Okla.	W. Hoffman	do	21.19	62.27	210.84		Disallowed; the stolen stamps have been recovered.
Tappan, Ohio	D. L. Taylor	do					Disallowed; the claim is manifestly fraudulent.
Taylorville, Ky.	J. Lewis	Fire	6.17	33.06	15.00	38.06	
The Grove, Tex.	G. W. Taylor	Burglary				20.66	
Thelma, Ind.	R. S. Greer	do	15.47				
Thomasville, N. C.	J. W. Lambeth	do		8.35			Do.
Tim, Va.	J. T. King	Fire	13.19				Do.
Timon, La.	A. N. Timon	do				15.36	
Tioga, Pa.	D. C. McAllister	Burglary		748.31	10.00	7.94	
Tolar, Tex.	E. Fitzhugh	Fire				748.31	
Tombahawk, W. Va.	J. Hiett	do		7.00		7.00	Disallowed; no loss proved.

Tom Bean, Tex. Tomkinsville, Ky.	J. H. Hughes. J. A. Scott.	do do	58.51 125.36	104.00	53.00 125.36	The loss of money order funds resulted from negligence. Disallowed; loss resulted from negligence.
Tracy, Iowa.	W. T. Smith.	Burglary	20.00	30.15	36.15	
Triumph, Ill.	W. H. Worley.	do	78.59		78.59	
Troy, Tex.	L. G. Elliott.	Fire	9.00		161.86	
Tucker, Ga.	A. G. Cheving.	Burglary	2.97		9.96	
Tucker, Oreg.	B. R. Tucker.	Fire	4.16			Do.
Turkey, Tenn.	J. R. Holt.	Burglary	25.03	14.28		Do.
Turon, Kans.	C. L. Ely.	do	2.20			Do.
Do.	do	do				Disallowed; there was no loss.
Turton, S. Dak.	C. H. Drayer.	In transit.	80.00			
Tustin, Cal.	A. M. Downer.	Burglary	65.28	14.78	65.28	Disallowed; loss resulted from negligence.
Tyler, Conn.	J. A. Warner.	do	12.64		12.64	
Tyler, Miss.	J. M. McCravy.	do	20.60			
Ulysses, Ky.	Z. Moore.	Fire	52.10	52.85	29.12	
Ulysses, Neb.	E. B. Zimmerman.	Burglary	45.32		45.32	
Ulysses, Pa.	P. A. McDonald.	Fire	4.81			
Union, Ind.	A. F. Kime.	Burglary	458.20		458.20	
Union Bridge, Md.	J. W. Little.	do				Disallowed; no proof of loss.
Uniontown, Ky.	L. J. Cooper.	do	7.81			Disallowed; loss resulted from negligence.
Unionville, Md.	H. C. Worman.	do	83.85	44.70	94.18	
Unionville, Mo.	Z. T. Brawford.	do	93.20	2.12	2.12	
Upton, Ky.	D. S. Handley.	do	82.23		82.23	
Utopia, Kans.	E. O'Neill.	do	11.28		11.28	
Vale, Oreg.	E. R. Murray.	In transit.		81.00		Do.
Vance, Colo.	S. S. McDaniels.	Fire	16.96		16.96	
Vera, Ill.	D. S. Thoman.	Robbery	45.52	50.95	45.52	
Veranda, W. Va.	J. B. Hambrick.	Fire	14.25		14.25	
Veratina, Cal.	A. Kennedy.	do	7.50		7.20	
Vernon, Ala.	E. L. Morton.	In transit.		10.00		Disallowed; failure to remit in compliance with instructions.
Vicksburg, Va.	E. W. Davis.	Fire		14.85		
Victor, Oreg.	F. S. Gordon.	do	7.72		60.71	
Venna, N. C.	C. F. Mickle.	Burglary	13.49		7.72	
Vinita, Ind. T.	D. A. Frazer.	do	802.63	7.07	13.49	
Virtue, Tenn.	W. T. McFee.	Fire	31.74		802.63	7.07
Viva, La.	J. J. Rogilia.	do	65.15		65.15	
Vivore, Tenn.	W. B. Kennedy.	do	12.50		12.50	
Wachapreague, Va.	G. S. Savage.	do	19.30		19.30	
Waco, Neb.	W. H. Bradley.	Burglary	58.49		58.49	
Wade, Fla.	W. A. Jones.	Storm	134.92		134.92	
Wadley, Ga.	W. B. Mincey.	Robbery	5.00	283.46	5.00	Disallowed; amount of loss not clearly proved.
Waldo, Tex.	S. T. Caldwell.	Fire	83.72			
Walcotton, Ind.	S. J. Nicolls.	In transit.	116.15		116.09	Disallowed; failure to remit in compliance with instructions.
Wallis Station, Tex.	R. W. Guylor.	Burglary	3.10			Do.
Do.	do	do	1.15			Do.
Walburg, Kans.	L. A. Gillett.	do	2.15			
Waltersburg, Pa.	A. C. Brown.	Cyclone	2.00			
Waltersburg, Ill.	A. W. Walter.	Burglary	19.41		19.41	
			85.63		6.11	
			4.85		4.85	

List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, from July 1, 1896, to June 30, 1897, etc.—Continued.

Post-office.	Postmaster.	Cause of loss.	Amounts claimed.			Amounts allowed.		Remarks.
			Postal funds.	Postage stamps, etc.	Money-order funds.	Postal funds.	Postage stamps, etc.	
Warner, S. Dak.	W. Bain.	Burglary	\$3.07	\$0.70				Disallowed; loss resulted from negligence.
Warren, Conn.	F. P. Knapp.	do	1.67	24.00		\$1.67	\$24.00	Do.
Warsaw, Ohio.	R. Clark.	do	2.00	6.00			16.63	
Waterloo, Ind.	W. S. Getts.	Fire	.77	15.63			2.52	
Watson, Tex.	S. E. Watson.	Burglary		7.36			145.78	Part of the money-order funds stolen should have been deposited.
Waubay, S. Dak.	B. F. Herington.	do	59.60	149.57	\$81.98	85.82	\$27.98	
Waukegan, Iowa.	J. S. Shannon.	do		78.99	2.75		78.99	Disallowed; loss resulted from negligence.
Weiser, Idaho.	M. L. Hanthorn.	do		133.00	20.00		133.00	Do.
Weich, Tex.	N. Johnston.	Fire					55.79	
Wells, Iowa.	I. W. Brownell.	Mice.		1.55			1.55	
Wells, N. Y.	C. L. Fry.	Fire					7.72	
Wellsville, Ind.	A. Robertson.	Burglary		8.00				Disallowed; loss resulted from negligence.
Wellsville, Pa.	F. K. Wright.	do	169.38	359.28	141.82	159.78	359.28	Do.
West Cairo, Ohio.	C. W. Westbay.	do		98	7.56			
West Charleston, Ohio.	D. M. Benham.	Fire		46.40			46.40	
West Dayton, N. Y.	C. L. Marcellus.	Burglary		3.88			44.18	
West Lebanon, N. H.	J. B. Holey.	do	14.99	44.18		14.99		
Westmoreland, N. H.	C. D. Britton.	Fire		3.81			3.81	
Westpoint, Tex.	J. T. Driedale.	Burglary	60.23	65.45	28.85	60.23		28.85
West Salamanca, N. Y.	N. A. Waite.	do	7.59	142.33	142.33	7.00	51.92	142.29
West Scarborough, Me.	W. H. Grafton.	do		38.10				Do.
Westville, Ind.	E. R. Abery.	do		3.37				
Whitehouse, N. J.	L. C. Becker.	do	9.45	21.86	35.99	9.32	3.57	36.04
White Mills, Pa.	J. S. O'Connor.	Fire		55.08			52.72	
White River Junction, Vt.	A. Fitzpatrick.	Burglary	3.36	23.81		3.36	55.08	
Whitesboro, N. Y.	E. A. Kernan.	Fire		313.38			309.67	
Whitney Point, N. Y.	E. W. Collins.	do			90.53			
Whitingham, Ill.	E. Moore.	Burglary		120.07			72.79	90.53
Whitkline, Ky.	E. W. McElya.	Fire						Part of the stamps was lost through negligence.
Williams Mills, Pa.	I. E. Myers.	do						
Williamson, N. Y.	V. Cray.	Burglary	2.24				29.29	Disallowed; loss resulted from negligence.
Williamson, N. C.	E. B. Wata.	Fire						Disallowed; no proof of loss.
Winnet, Mich.	E. E. Hart.	Burglary		2.25				Disallowed; loss resulted from negligence.
Winnet, N. H.	J. E. Emery.	do	10.67			10.50		
Willow, W. Va.	J. I. Norris.	do		62.53			65.77	
Winlow, S. Dak.	F. C. Fowler.	do		32.13			32.13	
Winom, Tex.	E. C. Codd.	do		106.47				
Winston, N. C.	E. G. Miller.	Fire				2.69		Do.
Winfield, Neb.	E. E. Yountphood.	do					38.59	
Winnet, S. C.	N. G. Perkinson.	do	3.35				21.40	
Wise, N. C.							3.35	

Welford, N. H.	F. P. Hobbs.	Burglary	200.30	.....	200.30	.....	Disallowed; no proof of loss.
Wolf Lake, Ill.	A. J. Lively, Jr.	Fire	24.76	.....	24.76	.....
Wood, Wis.	J. O. Jacobson	do	12.17	.....	12.17	.....
Woodbine, Kans.	J. W. Gillett	do	.....	.....	.....	.....
Woodburn, Oreg.	W. E. Finzer	do	120.03	.....	120.03	.....
Woodenaburg, Md.	J. T. Sanble	do	26.80	.....	26.80	.....
Woodford, Ohio	C. Thomas	Burglary	1.12	.....	1.12	.....
Woodford, Wis.	F. E. Tree	Fire	12.14	.....	12.14	.....
Woodlyn, Pa.	W. Fisher	Burglary	8.18	.....	8.18	.....
Woodruff, S. C.	T. M. Vise	Fire	13.01	.....	13.01	.....
Worthington, W. Va.	R. Parleth	Burglary	60.30	.....	60.30	.....
Wrightsville, Ark.	O. Barham	Fire	87.23	.....	87.23	.....
Wyoming, Pa.	S. P. A. Hutchins.	"Cave-In"	6.75	.....	6.75	.....
Yellow Spring, W. Va.	A. Cline	Fire	10.78	.....	10.78	.....
York, Ohio	L. W. Stiggers	Burglary	20.00	.....	20.00	.....
York, Wis.	T. O. Thompson	do	24.00	.....	24.00	.....
Youngstown, Ohio	G. B. Snyder	do	48.20	.....	48.20	.....
Yuleta, Tex.	H. B. Jones	do	4.15	.....	4.15	.....
Zalenti, Ohio	J. McNamara	do	4.50	.....	4.50	.....
			74.71	.....	74.71	.....	Disallowed; no proof of burglary.
			.....	.....	.....	.....	Disallowed; loss resulted from negligence.

Recapitulation of allowances.

POSTAL FUNDS.

Lost by burglary.....	\$11,042.12	
Fire	611.36	
Robbery.....	3,877.38	
In transit.....	48.96	
Floods and storms.....	163.88	
Sinking of ground under post-office.....	6.75	
	<u> </u>	\$15,750.45

POSTAGE STAMPS.

Lost by burglary.....	72,776.16	
Fire	13,076.17	
Robbery.....	4.00	
Floods and storms.....	582.98	
Larceny.....	4,222.95	
Mice.....	51.85	
Sinking of ground under post-office.....	8.55	
	<u> </u>	90,722.66

MONEY-ORDER FUNDS.

Lost by burglary.....	10,545.31	
Fire	497.78	
Robbery.....	50.95	
In transit.....	1,783.75	
	<u> </u>	12,877.79

Total..... 119,350.90

Total lost by—		
Burglary	94,363.59	
Fire	14,185.31	
Larceny.....	4,222.95	
Robbery.....	3,932.33	
In transit.....	1,832.71	
Floods and storms.....	746.86	
Destruction by mice	51.85	
Sinking of ground under post-office.....	15.30	
	<u> </u>	119,350.90

Claims pending June 30, 1896.....	338
Claims received to June 30, 1897.....	1,150

1,488

Claims allowed during year	832
Claims disallowed, dismissed, or withdrawn.....	280
	<u> </u>

1,112

Pending June 30, 1897..... 376

NOTE.—In addition to the foregoing, five claims previously disallowed were reconsidered and allowed, making the total number of claims disposed of 1,117.

Comparative statement of allowances.

Cause of loss.	1896.			1897.		
	Postal funds.	Stamps, etc.	Money-order funds.	Postal funds.	Stamps, etc.	Money-order funds.
Fire.....	\$833.66	\$19,629.02	\$1,492.47	\$811.36	\$13,076.17	\$497.78
Burglary	13,837.43	52,944.36	10,440.85	11,042.12	72,776.16	10,545.31
In transit.....	225.35		2,797.82	48.96		1,783.75
Miscellaneous	665.81	278.13	1,495.29	4,048.01	4,870.33	50.95
Total	15,562.25	72,851.51	16,226.43	15,750.45	90,722.66	12,877.79

Aggregate for 1896.....	\$104,640.19
Aggregate for 1897.....	119,350.90

Increase..... 14,710.71

REPORT
OF THE
TOPOGRAPHER OF THE POST-OFFICE DEPARTMENT
FOR
1897.

REPORT

OF THE

TOPOGRAPHER OF THE POST-OFFICE DEPARTMENT.

POST-OFFICE DEPARTMENT,
OFFICE OF THE TOPOGRAPHER,
Washington, D. C., September 30, 1897.

SIR: I have the honor to submit the following report of the work of this office for the fiscal year ended June 30, 1897.

The daily orders of the Department establishing, changing, and discontinuing post offices and routes were promptly recorded; and the data necessary for revising the maps in accordance therewith were procured and accurately used. The monthly correction of the working diagrams used by the officers and clerks of the Department—the important duty of this office—was duly attended to. The draftsmen prepared also the successive sets of copy for the alteration of the lithographic stones (base and color) prior to the printing of each quarterly edition of the post-route maps.

New compilations for Kentucky-Tennessee, Pennsylvania, Louisiana, Arizona, New Mexico, and Colorado were completed, and the finished maps issued with the regular editions. Similar compilations for Florida, Michigan-Wisconsin, and Maryland-Delaware-District of Columbia are now in form for photolithographing. Redrawn maps of Kansas-Nebraska, Montana-Idaho-Wyoming, and Arkansas-Oklahoma-Indian Territory were published. The maps of North Dakota-South Dakota and Ohio are being compiled anew.

With the completion of the new maps now in hand all the bases in use four years ago will have been replaced; and, by reason of drawing to enlarged scales and of rearrangement for more convenient reference, the post-route maps issued quarterly to illustrate the mail service of the country are 34 in number instead of 26, as formerly. In nearly every case it is necessary to replace the map base at intervals of three or four years, in order that the results of recent surveys as well as the status of the postal service may be clearly shown. The printing of the drainage in a color distinctive from the other work on the maps now made is a feature that contributes to the clearness desired.

In connection with the printing of the post-route maps, I have to report that the change of the contract term from one to four years, as authorized by Congress, has proved very satisfactory. It has reduced the cost of the maps, secured better work, and obviated, for the term at least, the untoward incidents of changing contractors, namely, the annual delay in printing the new contractor's first edition, and the risk in moving from one city to another the 71 bulky photolithographic record stones—valuable property of the Department not readily replaced

in case of accident. The competition for printing the maps is small, as few firms possess the necessary requisites, which are experience and large plant to insure good work and prompt delivery of the editions. The long-term contract is, under all the circumstances, the most satisfactory, while lack of space for the accommodation of the requisite machinery prevents the Department itself from undertaking the work.

The post-route maps, including special editions thereof for the Railway Mail Service and the post-office inspectors, respectively, were distributed as follows during the year:

To Post-Office Department	1,564
To Railway Mail Service (including 10,700 special diagrams)	11,059
To post-office inspectors (including 387 pocket maps)	399
To postmasters	9,926
To miscellaneous (Senators, Members of the House of Representatives, committees of Congress, Departments of the Government, etc.)	660
To purchasers	912
Total	24,520

Of those maps, 3,254 were backed with muslin and mounted on rollers or were bound in folio or pocket form.

The sales of post-route maps during the fiscal year amounted to \$1,679.50.

The office promptly met the calls for computations of distances between given points, furnishing certificates thereof for use in settlement of mileage accounts of officers of the public service. Most of those calls came from the Auditor for the War Department, and referred to travel of officers and soldiers during the civil war from points in the Southern States to their homes. One thousand five hundred and seventy distances were thus certified during the year.

Very respectfully,

A. VON HAAKE,
Topographer Post-Office Department.

Hon. JAMES A. GARY,
Postmaster-General.

REPORT
OF THE
FIRST ASSISTANT POSTMASTER-GENERAL
FOR THE
FISCAL YEAR ENDED JUNE 30, 1897.

REPORT

OF THE

FIRST ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
OFFICE FIRST ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., October 12, 1897.

SIR: In presenting to you my first annual report, being for the fiscal year ended June 30, 1897, I desire to emphasize certain recommendations intended to further advance the usefulness of the general postal service. All of these recommendations propose improvements accompanied by actual economies. It is my special ambition to apply modern business methods not only to each extension of the service within my jurisdiction, but to such of the old establishments as will admit of advancement.

While there has been under each administration an earnest effort to keep pace with private business methods in this public service, I was early impressed upon assuming the duties of this office that the result was in most instances a saving at the spigot with a waste at the bung, and that the tendency was to give greater attention to inexpensive economies than to large advantages which would accrue to modern commercial aggressiveness. This may have been due in a measure to conditions for which executive officers were not always to blame—rather a lack of fixed purpose in the detail and determined application, and the absence of legislative support of such purposes as may have been from time to time fixed.

Without additional facilities, you will find reported in the various divisions many important improvements recently effected, and requests for means with which to develop others in anticipation. I would direct your special attention to certain recommendations to be found under the heading of salaries and allowances. The assistance of Congress should here be especially invoked. Although more money is expended in this division than any other of the Department, excepting that of transportation of the mails, and albeit the most modern business methods are here required for the purpose of coping successfully with the best commercial ingenuity in the adjustment of salaries and allowances and the execution of leases and contracts, no facilities worthy of mention have been added within many years. This in spite of the fact that public business calls to this division, and with greater frequency, more legislators than any other in the postal service.

I would put above all other recommendations, and emphasize with all the power of my language, the request for such special agents as are necessary to inquire, in the field, into the merits of postmasters' requisitions and demands, and to reach a just ascertainment of merit in such purely business questions as can not be determined by correspondence. Longer to refuse this request would be to disregard all sound rules of business, and be totally deaf to every entreaty for the interests of both the Government and the people. We must have a small corps of men—about ten in number—who have the especial ability, both native and acquired, to perform work now left undone. The men who might under the prevailing rules and regulations be made available for these services—the regular post-office inspectors—have not been schooled in this isolated line of service, and can render therein practically no assistance, even though they had the time at their disposal to give to the work. These men should be expert accountants and familiar with real estate values. Vast sums of money can be saved through the services of these men and great improvements effected. I beg of you to lay particular stress upon this recommendation in whatever appeals may be made to Congress in behalf of the Department.

There should also be fixed a more severe penalty for the punishment of postmasters who peddle postage stamps with a view to increasing their own salaries, resulting in the diminution of the net receipts of the Government.

The recommendation that authority should be given to secure leases for a period of ten instead of five years is, in my opinion, exceedingly important. The great advantages derived by the commercial community immediately surrounding post-office sites will induce property owners in a larger degree than at present to lease suitable quarters for post-offices at a nominal figure, provided there can be a longer guarantee of the advantages of the location. It is estimated that about 20 per cent of the leases drawn for post-offices pay but the nominal price of \$1 per year each, on account of the competition between property owners, the desirability of securing the location, and it is believed that this percentage may be considerably augmented by authorizing leases, under certain advantageous conditions, to be drawn for a period of ten instead of limited to five years.

So much is gained by our recent policy of consolidation of post-offices and the establishment or extension of the free delivery, entailing a saving in postmasters' salaries while improving the service, but enlarging the expense for clerks and letter carriers, that I would urge such action by Congress as is necessary to give us, under certain conditions, greater latitude of discretion in the use of specific appropriations. By making appropriations, under certain conditions, convertible or available for other expenses every advantage offered can be accepted. Competition always affords the minimum of prices if the Department is not compelled to act at a given time. There is no such thing as a combination to advance prices if we are given sufficient discretion to defer action until the opportunity for a combination has passed.

This is especially applicable to appropriations made for the division of post-office supplies, where immense economies and improvements have been effected during the past six months. We have secured uniformly lower prices and better grades of goods and provided for a more equitable distribution, safeguards against the receipt of undergrade materials, and their economical and speedy dispatch to the post-offices. If provision were made for the application of the excess in an appropriation for one item to the necessities in other lines, thereby encour-

aging economies and aiding improvements, this division would have opportunity to further improve the service in every direction without additional cost.

While encomiums have been heaped upon the Department for very recent improvements made in the canceling of stamps, postmarking and the back stamping of letters, and the work has proved the best investment in a small way of any under our direction, we find ourselves helpless to continue the progress without creating a deficiency for which we have no authority. There have been economies in kindred branches of the service which created surpluses amply sufficient to carry forward this work if there was authority given.

I place especial emphasis upon the recommendation, curiously enough made by the heads of three of my divisions, and in almost identical language, that indemnity company bonds be required of such employees as handle the mail in post-offices, or have to do with the issuance or redemption of money orders, or distribute the mails as carriers. Although postmasters are directed to have renewed the bonds of certain employees every four years, there is no requirement relative to others, and the command is either largely disobeyed or the bonds from various causes become worthless. I doubt if half the bonds now on file from the employees of post-offices of the country would stand test.

For the first time since the establishment of the service in 1891 a comprehensive report of the operation of rural free delivery is submitted. Necessarily it is voluminous. I specially desire that it shall be carefully read by you, with a view to requesting of Congress such legislation as you may regard necessary, and for such extensions of the service as its practical operations suggest.

The request for two assistant superintendents of the free-delivery system—one to be located in New York and another in Chicago—with such plenary power and primary jurisdiction as may be by you deemed proper, will save much time and expense by making unnecessary visits of postmasters and carriers to the general Post-Office Department. The functions of the assistants to the superintendent of the free delivery will be identical in value with that of the division superintendents of the Railway Mail Service.

The detailed operations of the Bureau under its several divisions are as follows:

DIVISION OF SALARIES AND ALLOWANCES.

Upon this division devolve the duties of making annual adjustment of the salaries of postmasters at first, second, and third class (Presidential) post-offices; consideration of applications for clerk hire, rent, fuel, light, furniture, canceling machines and motive power for operating same, miscellaneous and incidental items, and advertising; adjustment and regulation of the salaries and duties of employees attached to first and second class offices and stations connected therewith; establishment of stations and substations in connection with the larger offices; consideration of matters bearing upon the change of location of Presidential offices; supervision and establishment of box-rent rates and deposits for keys for lock boxes; correspondence with the Civil Service Commission bearing upon all matters pertaining to clerks in the classified service; examination of rosters of clerks connected with 169 first-class and 746 second-class offices, and 239 stations and 594 substations attached thereto, together with correspondence relative to changes in the clerical force.

The following statement shows the operations of the division of salaries and allowances for the fiscal year ended June 30, 1897:

Items.	Fiscal year 1896-97.	
	Number.	Amount.
Allowances for clerk hire made first and second class offices.....	1,206	\$9,802,390
Allowances for separating clerk hire made.....	577	40,259
Allowances for separating clerk hire continued from last year.....	4,230	594,069
Total annual allowances for clerk hire.....		10,436,718
Allowances for clerk hire reduced and discontinued.....	68	47,612
Allowances for separating clerk hire reduced and discontinued.....	153	52,536
Total annual allowances for clerk hire at first, second, third, and fourth class offices June 30, 1897.....		10,536,870
Allowances for temporary clerk hire.....	355	81,186.33
Allowances for clerk hire declined.....	438	
Allowances for separating clerk hire declined.....	436	
Allowances for rent, fuel, and light made.....	3,015	727,468
Allowances for rent, fuel, and light continued from last year.....		861,932
Total annual allowances for rent, fuel, and light.....		1,589,400
Allowances for rent, fuel, and light reduced and discontinued.....	124	56,783
Total annual allowances for rent, fuel, and light June 30, 1897.....		1,532,617
Allowances for rent, fuel, and light declined.....	30	
Allowances for miscellaneous items and furniture made.....	4,887	143,616
Allowances for miscellaneous items and furniture declined.....	272	
Allowances for cancelling machines made.....	206	52,488
Allowances for cancelling machines declined.....	1	
Allowances for advertising made.....	164	11,020
Allowances for advertising declined.....	15	
Number of jute sacks authorized.....	4,445	
Changes of site of third-class offices authorized.....	142	
Applications for change of site declined.....	20	
Fourth-class post-offices reported by the Auditor where the annual compensation of the postmaster amounted to \$1,000, exclusive of money-order commissions, and assigned to the third (Presidential) class.....	158	
Amount required to pay the salaries of postmasters at the above Presidential post-offices.....		166,200
Postmasters' salaries reduced and discontinued.....	57	
Amount saved by salaries reduced and discontinued.....		67,400
Total salaries of postmasters adjusted during the year:		
First-class post-offices (salary of postmaster \$3,000 to \$6,000 per annum).....	169	593,600
Second-class post-offices (salary of postmaster \$2,000 to \$2,900 per annum).....	750	1,758,400
Third-class post-offices (salary of postmaster \$1,000 to \$1,900 per annum).....	2,814	3,949,500
Total Presidential post-offices July 1, 1897.....	3,733	6,301,500
Lease cases prepared during the year.....	420	
Post-offices and stations in leased buildings and amount involved for rent.....	832	793,511
Cases referred to Fourth Assistant Postmaster-General for investigation by inspectors.....	663	
Cases referred to Railway Mail Service for report.....	3,185	
Green slips received from Auditor and passed.....	1,920	
Quarterly returns received from Presidential offices.....	15,543	
Rosters of clerks at first and second-class offices approved.....	915	
Letters received.....	54,200	
Letters sent.....	31,759	
Circulars sent.....	21,110	

ADJUSTMENT OF SALARIES OF POSTMASTERS AT PRESIDENTIAL OFFICES.

Salaries of postmasters at first, second, and third class (Presidential) post-offices are required by the act of Congress approved March 3, 1883, to be annually adjusted. In compliance with this provision, the fourteenth annual adjustment was made on the basis of the gross receipts of the respective offices for the four quarters ended March 31, 1897, to take effect July 1, 1897.

Until recently it had been the custom of this division, in computing the salaries, to accept the figures submitted by postmasters in their quarterly returns. Now the reports are verified by comparison with the records of the office of the Auditor for the Post-Office Department.

Statement showing the number of Presidential post-offices by classes, the aggregate of salaries, and the total gross receipts, July 1, 1897.

Class.	Number of offices.	Salaries of postmasters.	Total gross receipts, four quarters ended Mar. 31, 1897.
First.....	169	\$593, 600	\$44, 893, 289
Second.....	750	1, 758, 400	11, 292, 509
Third.....	2, 814	3, 949, 500	10, 298, 287
Total.....	3, 733	6, 301, 500	65, 984, 085

The following table shows the result of the revision:

First class post-offices:

Number June 30, 1897.....	169
Second class advanced to first class July 1, 1897.....	2
Relegated to second class July 1, 1897.....	2
Number July 1, 1897.....	169

Second class post-offices:

Number June 30, 1897.....	745
Relegated to third class July 1, 1897.....	24
Advanced to first class July 1, 1897.....	2
First class relegated to second class July 1, 1897.....	2
Third class advanced to second class July 1, 1897.....	33
Discontinued July 1, 1897.....	4
Number July 1, 1897.....	750

Third class post-offices:

Number June 30, 1897.....	2, 854
Relegated to fourth class July 1, 1897.....	47
Advanced to second class July 1, 1897.....	33
Second class relegated to third class July 1, 1897.....	24
Fourth class advanced to third class July 1, 1897.....	19
Discontinued July 1, 1897.....	3
Number July 1, 1897.....	2, 814

First class July 1, 1897.....	169
Second class July 1, 1897.....	750
Third class July 1, 1897.....	2, 814

Total number Presidential offices July 1, 1897..... 3, 733

Summary of adjustments of salaries of postmasters at Presidential offices July 1, 1896, and July 1, 1897, showing in detail the net increase in salaries of said postmasters.

Date.	Number of offices.	Salaries of postmasters.	
		Aggregate.	Net increase.
July 1, 1896.....	3, 651	\$6, 203, 900	.....
July 1, 1897.....	3, 733	6, 301, 500	.....
	82	97, 600	\$97, 600
This increase is shown in detail as follows:			
Total number of first, second, and third class post-offices whereat increases were made July 1, 1897.....	704	82, 100	.....

Summary of adjustments of salaries of postmasters at Presidential offices July 1, 1896, and July 1, 1897, showing in detail the net increase in salaries of said postmasters—Cont'd.

Date.	Number of offices.	Salaries of postmasters.	
		Aggregate.	Net increase.
New Presidential offices during fiscal year:			
October 1, 1896.....	52	\$55,200	.....
January 1, 1897.....	48	50,700	.....
April 1, 1897.....	20	21,500	.....
July 1, 1897.....	19	21,300	.....
Total	139	148,700	.....
Grand total of increase.....		230,800	.....
REDUCTIONS.			
Relegated to fourth class July 1, 1897.....	47	48,600	.....
By reductions at 575 offices July 1, 1897.....		65,800	.....
By Presidential offices discontinued:			
Neapolis, Va., July 15, 1896.....	1	1,000	.....
Fort Howard, Wis., July 15, 1896.....	1	1,600	.....
Arlington, Mass., May 1, 1897.....	1	2,200	.....
Auburndale, Mass., June 30, 1897.....	1	2,300	.....
Newton, Mass., June 30, 1897.....	1	2,400	.....
Newtonville, Mass., June 30, 1897.....	1	2,400	.....
West Newton, Mass., June 30, 1897.....	1	2,200	.....
Newton Upper Falls, Mass., June 30, 1897.....	1	1,700	.....
Newton Highlands, Mass., June 30, 1897.....	1	1,800	.....
Fort Brook, Fla., June 30, 1897.....	1	1,200	.....
Total	57	133,200	.....
By balance net increase of salaries July 1, 1897.....		97,600	\$97,600
Total.....		230,800	.....

IRREGULAR SALE OF POSTAGE STAMPS AND STAMPED PAPER.

Under section 470 of the Postal Laws and Regulations, edition of 1893, a postmaster is forbidden to solicit the purchase at his office of stamped paper by persons living or doing business within the delivery of another post-office or the mailing of matter at his office (if of the fourth class) rather than at another. The Department has always endeavored to secure a postmaster whose friends would not sacrifice the public interest for the postmaster's private gain and whose compensation would be regulated by the business that properly belonged to his office. Notwithstanding the fact that violations of this rule are followed by removal, there is ample evidence at hand to demonstrate that many postmasters (particularly those at post-offices contiguous to great business and commercial centers) are actively engaged in the irregular sale of postage stamps, thereby increasing their official compensation, and incidentally their clerk hire, rent, light, fuel, and miscellaneous allowances. Many of these postmasters enjoy the luxuries of a private office, etc., when as a matter of fact they do not actually perform the amount of service commensurate with their salaries. Provision should be made to guard the interests of the Government by enforcing stringently the regulation forbidding postmasters unnaturally enlarging their salaries and allowances at the public expense.

POST-OFFICE CONSOLIDATION.

Under the present law the Postmaster-General may consolidate any post-office, not a county-seat post-office, with and make the same a part of a free-delivery post-office.

A consolidation recently effected at Newton Center, Mass., gave us the following result:

Post-office.	Cost before consolidation.		Present cost.	
	Salary of postmaster.	Clerk hire.	Salary of postmaster.	Clerk hire.
Newton.....	\$2,400	\$1,800	.....	\$2,800
Newtonville.....	2,400	1,800	.....	2,200
West Newton.....	2,200	1,400	.....	2,200
Newton Center.....	2,200	1,400	\$2,200	3,600
Newton Highlands.....	1,900	.....	.....	1,500
Newton Upper Falls.....	1,800	.....	.....	800
Auburndale.....	2,400	1,400	.....	1,500
Total.....	15,100	7,800	2,200	14,400
	22,900		16,600	

This consolidation showed a saving of \$12,900 on postmasters' salaries, but increased the clerk-hire allowance \$6,600, effecting a net saving of \$6,300, and a vastly improved service. Under the limitations fixed by Congress the \$12,900 reduction in postmasters' salaries was not available for clerk hire, hence the expense necessary for the maintenance of these new postal stations was covered by the clerk-hire appropriation, now almost exhausted.

Along the north shore of Staten Island, New York, six Presidential offices, with postmasters' salaries ranging from \$1,500 to \$2,900 per annum, are huddled together like one continuous city, letter carriers from New Brighton and West New Brighton serving many of the residents of the adjoining villages. Owing to the peculiar conformation of Staten Island, residents of Rosebank, Stapleton, Tompkinsville, New Brighton, Mariners Harbor, Port Richmond, and West New Brighton may be more expeditiously and economically served from New Brighton and Tompkinsville. An officer of this Department has gone over the ground very carefully, and he finds that consolidation and free delivery for this section alone would effect a saving of nearly \$6,000 per annum.

GREATER NEW YORK.

A careful estimate shows that, with the consolidation of the present independent post-offices within the limits of the new city of New York, a saving of at least \$62,723.15 in the salaries and commissions of postmasters will be effected. Another considerable reduction may be made by the merging, or the abolishment in many instances, of the several heads of divisions and other officials receiving the higher salaries, such as superintendents of mails, money order, registry, city delivery, carriers, cashiers, finance clerks, and bookkeepers, etc.

The law passed at the close of the first session of the Fifty-fourth Congress provided that no post-office established at any county seat shall be abolished or discontinued by reason of any consolidation of post-offices made by the Postmaster-General under the existing law. Congress, in my opinion, should not only repeal this law, but should at the same time authorize the Postmaster-General to extend consolidation wherever, in his belief, the service may be thereby benefited, the saving effected in postmasters' salaries to be made available for the employment of superintendents and clerks necessary in the post-offices thus consolidated.

Anticipating that the next Congress will see the force of this argument, I have asked no increase in the item of postmasters' salaries, fully believing that the salaries of postmasters saved by the consolidation of post-offices throughout the country will fairly approximate the normal growth in business.

ESTIMATES FOR POSTMASTERS' SALARIES.

The estimates, appropriations, and expenditures for salaries of postmasters for the last two fiscal years, together with the estimate and appropriation for the current fiscal year, are shown by the following table:

Year.	Estimate.	Appropriation.	Expenditure.
1895-96.....	\$16,500,000	\$16,000,000	\$16,561,181.10
1896-97.....	17,000,000	16,250,000	16,908,384.55
1897-98.....	17,000,000	16,750,000	.....

I recommend that an appropriation of \$16,250,000 be requested, to cover compensation of postmasters for the fiscal year ending June 30, 1899.

CLERKS IN POST-OFFICES.

Allowances for clerks in post-offices of the first and second classes and stations and substations connected therewith.

Year.	Estimate.	Appropriation.			Expenditure.		
		Amount.	Increase.	Per cent of increase.	Amount.	Increase.	Per cent of increase.
1888-89.....	\$5,050,000	\$5,950,000	\$400,000	7.21	\$5,926,840.09	\$416,804.63	7.56
1889-90.....	6,900,000	6,550,000	600,000	10.08	6,535,105.08	608,264.99	10.26
1890-91.....	7,500,000	7,390,000	840,000	12.08	7,376,551.37	841,446.29	12.87
1891-92.....	8,249,000	8,060,000	670,000	9.07	7,925,050.54	548,499.17	7.43
1892-93.....	8,625,000	8,380,000	300,000	3.72	8,341,642.87	416,592.33	5.26
1893-94.....	8,860,000	8,810,000	450,000	5.38	8,736,010.88	394,368.01	4.73
1894-95.....	9,700,000	9,700,000	890,000	10.10	9,429,523.34	693,512.46	7.94
1895-96.....	10,100,000	10,100,000	400,000	4.12	9,963,992.38	534,469.04	5.77
1896-97.....	10,500,000	10,400,000	300,000	2.97	10,382,060.92	418,068.54	4.20
1897-98.....	11,000,000	10,600,000	200,000	1.92	.....	.....	.....
Total.....	.....	.....	.....	66.65	.....	.....	64.02
Average.....	.....	.....	.....	6.66	.....	.....	7.43

Balance Available for Increases in Clerk Hire.—The table below shows \$263,430 available on July 1, 1897, for increases in salaries of clerks and for additional clerks, which amount is but 47 per cent of the average (\$555,031.01) for the same purpose for the last four years. It will be seen that my predecessor had \$804,284.59 available for increases in clerk hire in 1894-95, and that last year, with the smallest amount available at any time during his term, he had \$406,077.85. On June 30, 1895, the unexpended balance amounted to \$270,476.66, and during the four years the average unexpended balance was \$125,346.63.

Statement showing the portion of clerk-hire appropriation available at beginning of fiscal year, also amount unexpended at end of year.

Fiscal year.	Clerk hire.	
	Available July 1.	Unexpended June 30.
1893-94.....	\$426,468.00	\$76,963.17
1894-95.....	804,284.59	270,476.66
1895-96.....	573,293.59	136,007.62
1896-97.....	406,077.85	17,939.08
Average.....	555,031.01	125,346.63
1897-98.....	263,430.00	.....

Separating Clerk Hire.—Postmasters generally lose sight of the fact that under the Postal Laws and Regulations, section 415, clerks are allowed in first and second class post-offices only; and in third and fourth class offices the allowance, if any, is only for separating transit mail, i. e., mail not addressed to nor delivered from their offices. (See section 416.) Formerly, the allowances for separating clerk hire were made largely upon guesswork. At the present time the postmaster making application is required to make an accurate count of mail not addressed to nor mailed at his office, and to report the average number of pieces handled daily. He is also required to report the average number of pieces of registered matter in transit handled and recorded by him monthly, the Railway Mail Service being called upon to verify such count when abnormal. A schedule of compensation for this service similar to that used in the annual adjustment of postmasters' salaries has been prepared, and as a result postmasters all over the country are paid fairly and equitably for this service.

Upon assuming charge of this Bureau it was found that there had been no readjustment of this separating clerk hire account in many years. Allowances made in the eighties had been continued through the several administrations, so that postmasters had come to regard them as a part of their fixed compensation. Railway extension, with a consequently increased number of railway post-offices, had materially affected the separating clerk hire allowances all over the country, and in hundreds of instances had cut the separating service off entirely, yet the allowances had been continued. It was also developed that many postmasters, presumably through ignorance of the postal regulations, had been performing this character of service for years without compensation. These offices have since been carefully graded, and the postmasters are now receiving a fair allowance for separating transit mails.

Statement of transactions in separating clerk hire during year ended June 30, 1897.

Items.	Number of offices.	Amount.
Separating clerk hire standing on June 30, 1896.....	4,230	\$594,066.00
Allowances made during the year.....	57	40,259.00
Temporary allowances made.....	85	9,171.63
Reduced and discontinued.....	153	52,536.00
Declined.....	436	.....
Net decrease during the year.....	424	12,277.00

Increase in Appropriation.—The \$700,000 increase in clerk-hire appropriation asked for is intended to provide for salaries of superintend-

ents and clerks assuming charge (in lieu of postmasters) at post-offices it is proposed to consolidate, also to meet the unusual demand for increased clerical help from almost every post-office in the country. Reports recently received indicate both a healthy and a steady increase everywhere, many postmasters reporting from 10 to 15 per centum increase in gross receipts over a corresponding period last year.

I recommend that an appropriation of \$11,300,000 be requested to cover clerk hire for the fiscal year ending June 30, 1899.

Classification of Clerks.—Referring to section 451, Postal Laws and Regulations of 1887, act of March 2, 1889, Supplement Revised Statutes 1891, 679, 682, classification of post-office clerks, I would earnestly recommend that the salaries paid to superintendents of money-order and registry divisions at the sixteen largest post-offices in the country equal those of the superintendents of mails and delivery, or 45 per cent. of the salary of the postmaster, excepting at New York, N. Y., where the salary shall be fixed at \$3,200 per annum.

The importance and financial responsibility pertaining to both of these positions, together with the fact that the incumbents are required to furnish heavy bonds, frequently at their own expense in an indemnity company, constrain me to urge Congress to amend the law as above.

RENT, FUEL, AND LIGHT FOR FIRST, SECOND, AND THIRD CLASS POST-OFFICES.

The total appropriation for rent, fuel, and light for the fiscal year ended June 30, 1897, was \$1,600,000, and the authorized allowances amounted to \$1,532,617, leaving a balance of \$67,383.

Rent, fuel, and light for first, second, and third class post-offices.

Year.	Estimate.	Appropriation.			Expenditure.		
		Amount.	Increase.	Per cent of increase.	Amount.	Increase.	Per cent of increase.
1888-89	\$1,202,000	\$1,000,000			\$897,790.46		
1889-90	1,115,080	1,115,080	\$115,080	11.51	1,023,723.46	\$130,933.00	14.6
1890-91	1,236,845	1,236,500	121,420	10.89	1,124,508.42	95,784.96	9.31
1891-92	1,824,300	1,324,300	87,800	7.02	1,220,811.32	96,362.90	8.56
1892-93	1,382,000	1,359,149	84,849	2.63	1,282,921.63	69,110.31	5.66
1893-94	1,439,850	1,432,000	72,851	5.21	1,385,944.33	96,022.70	7.45
1894-95	1,505,000	1,505,000	73,000	5.10	1,442,061.36	56,117.03	4.05
1895-96	1,600,000	1,600,000	95,000	6.31	1,471,365.84	29,304.48	2.03
1896-97	1,600,000	1,600,000			1,518,625.10	47,259.26	3.21
1897-98	1,600,000	1,600,000					
Total				48.67			54.87
Average				5.41			6.80

PROVISIONS FOR POST-OFFICES.

The annual adjustment of postmasters' salaries for the present year, under the act of Congress approved March 3, 1883, resulted in assigning 3,733 offices to the Presidential class. These offices, together with the stations connected with first and second class post-offices, and such offices as may be advanced to the Presidential class during the present fiscal year (estimated at 140), are to be provided for out of this appropriation. As shown in the statement under the head of leases, 239 post-offices and stations are in Government buildings, and these offices should be excluded. From information furnished by the Treasury

Department, 18 Government buildings in which post-offices are to be located will be completed during the year; and if so, an annual saving of \$48,877 will result.

LEASES FOR POST-OFFICES.

At post-offices of the first and second classes leases are entered into for suitable buildings, wherever practicable, for such term as may be agreed upon, but not to exceed five years. A lease ordinarily covers a complete post-office outfit of boxes, fixtures, furniture, heat, light, and vault or safe. Contract to rent buildings for third-class post-offices can be made for one year only.

On June 30, 1897, there were 914 post-offices of the first and second classes. Of this number 213 are in Government buildings and 603 in buildings leased to the Government. In addition, 213 stations of first and second class post-offices, and 16 post-offices of the third class, are in leased buildings, a total of 832. The total sum for rent under leases on June 30, 1897, amounted to \$793,511.

During the fiscal year ended June 30, 1897, there were 420 lease cases prepared and 260 leases executed, the net increase in the number of offices and stations in leased buildings being 62 and the increase in the amount for rent under leases being \$48,925.

The following table shows the number of offices and stations, by classes, in Government buildings and leased premises, with amounts of rental:

Class.	Number in Govern- ment buildings.	Leased buildings.	
		Number.	Rental.
First class	122	46	\$96,379
Stations	1	206	329,458
Second class	91	557	861,408
Stations	1	7	2,515
Third class	24	16	3,751
Total	239	832	793,511

POSTAL STATIONS.

Stations and substations are established in the larger cities to facilitate the delivery of mails, and to furnish postal facilities for patrons remote from the main office. Carrier stations distribute and dispatch mail and transact money-order and registry business, and have all the facilities of a free-delivery post-office. Substations are usually located in drug stores, transact money-order and registry business, and handle stamps and postal supplies. The large carrier stations are on a parity with many offices of the first class in point of stamp sales and money-order and registry business.

During the year 19 stations and 77 substations were established, and 15 substations were discontinued, a net increase of 81 stations and substations. Six post-offices of the second, third, and fourth classes were discontinued during the year, and 6 stations and substations were established to take their place. The salaries and allowances at the discontinued offices amounted to \$8,620, while the allowances for the stations and substations amounted to \$5,250.

I recommend that an appropriation of \$1,750,000 be requested to cover rent, fuel, and light for the fiscal year ending June 30, 1899.

**MISCELLANEOUS AND INCIDENTAL ITEMS AND FURNITURE FOR
FIRST AND SECOND CLASS POST-OFFICES.**

The items chargeable to this appropriation include all miscellaneous articles and incidental expenses required for the postal service for first and second class post-offices, and stations and substations connected therewith, telephone allowances, and the cost of power and motors for canceling machines.

Telephones.—Many of the first-class post-offices and stations connected therewith are now provided with telephones, such service aggregating \$29,664 during the past fiscal year. The telephone is an important adjunct to the postal business, and I earnestly recommend that such service be extended to all post-offices in Government buildings, also to those under lease to the Post-Office Department. There should be telephonic communication between all stations and the main offices.

Heretofore this division has been paying out of this allowance for many items for Government buildings, such as brooms, brushes, soap, towels, cleaning, lighting, power for canceling machines, etc., which, under existing regulations, the Treasury Department is required to and should supply. An estimated saving of \$11,314 has thereby been effected, enabling me to extend the telephone service to many post-offices which had not heretofore enjoyed such facilities, and at the same time leaving a sufficient balance to improve the sanitary condition of many of the smaller Presidential post-offices.

Miscellaneous and incidental items and furniture for first and second class post-offices.

Year.	Esti- mates.	Appropriation.					Expenditure.				
		Amount.	In- crease.	De- crease.	Per cent of in- crease.	Per cent of de- crease.	Amount.	In- crease.	De- crease.	Per cent of in- crease.	Per cent of de- crease.
1888-89 ..	\$100,000	\$100,000	\$30,000	.....	42.86	.....	\$87,300	\$24,184	.....	38.30	.....
1889-90 ..	110,000	110,000	10,000	.....	10	.....	109,579	22,279	.....	25.52	.....
1890-91 ..	120,000	120,000	10,000	.....	9.09	.....	111,526	1,948	.....	1.78	.....
1891-92 ..	132,000	132,000	12,000	.....	10	.....	119,784	8,258	.....	7.40	.....
1892-93 ..	132,000	110,000	.....	\$22,000	.....	16.67	107,310	.....	\$12,474	.....	10.41
1893-94 ..	140,000	125,000	15,000	.....	13.64	.....	111,688	4,377	.....	4.08	.....
1894-95 ..	140,000	140,000	15,000	.....	12	.....	120,371	8,683	.....	7.77	.....
1895-96 ..	150,000	150,000	10,000	.....	6.67	.....	111,753	.....	8,618	.....	7.16
1896-97 ..	150,000	150,000	.....	.....	.....	.....	143,616	81,863	.....	28.51	.....
1897-98 ..	150,000	150,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total					104.26	16.67				113.36	17.57
Average					10.43	1.67				12.59	1.96
Net average increase					8.76					10.64	

I have endeavored to handle this appropriation economically and fairly, but as no increase has been made since the fiscal year 1895-96, same should be increased to \$200,000. I therefore recommend that an appropriation of \$200,000 be requested to cover miscellaneous and incidental items and furniture for the fiscal year ending June 30, 1899.

CANCELING MACHINES.

The Department has now under contract 100 canceling machines of the William Barry pattern and 291 of the American Postal Machines Company of Boston, Mass., at \$175 per annum each. The satisfactory working of these machines and the enormous saving effected in clerk

hire by their use calls for a very liberal increase in the appropriation, that all of the post-offices of the first class, as well as a fair proportion of the larger second-class post-offices, may be fully equipped, and economize time and improve the service.

I therefore recommend that an appropriation of \$125,000 be requested to cover rental and purchase of canceling machines for the fiscal year ending June 30, 1899.

LEGISLATION RECOMMENDED.

Appropriations.—A conservative estimate shows that the operations of the division of salaries and allowances will require, to cover salaries of postmasters at first, second, and third class offices, \$16,250,000; to cover clerk-hire allowances at the various first and second class offices throughout the United States and separating and extraordinary service at third and fourth class offices, \$11,300,000; rent, fuel, and light at first, second, and third class offices, \$1,750,000; miscellaneous items, first and second class offices, \$200,000; advertising, first and second class offices, \$20,000; canceling machines, first and second class offices, \$125,000; a total of \$29,645,000.

Adjustment of Postmasters' Salaries.—The present method of readjusting the salaries of postmasters each year, according to the act of Congress approved March 3, 1883, requires that the same be based on the quarterly returns filed by postmasters in the office of the Auditor for the Post-Office Department, or copies or duplicates thereof to be furnished by the respective postmasters to the First Assistant Postmaster-General. The first method is objectionable, in that it requires a search through the files of the Auditor's office each year and the abstracting therefrom of about 14,000 to 16,000 quarterly returns. The second method is equally objectionable, in that past experience has shown that the copies furnished by postmasters are unreliable, and that by their use alone, without verification by comparison with the records of the Auditor's office, many errors in salaries would occur. These objections can be obviated by permitting this office to secure the required data direct from the records of the office of the Auditor for the Post-Office Department, and I therefore recommend that appropriate legislation be had with that end in view.

Special Agents.—While every possible effort has been made by this division to systematize the work assigned to it, much difficulty has been experienced in securing sufficient data for a clear understanding of the various subjects. A great saving has been effected by the detail of inspectors to investigate allowances for rent, clerk hire, etc., but the limited force of inspectors available, together with the fact that it is not possible for a man to become expert in all of the branches of this service, leads me to renew, with multiplied emphasis, the recommendation of my immediate predecessor, that 10 special agents be assigned to the division of salaries and allowances—men adapted to the work of the division and familiar with the inside workings of a post office, and who may intelligently investigate charges against offending postmasters and clerks, and instruct postmasters how to secure the best results from the force employed; men who are familiar with the accounts of a post-office and its miscellaneous expenditures; men who know or can readily learn real estate values, to enable them to investigate lease cases and changes of site; and, first of all, men who can effectually prevent the irregular sale of postage stamps, referred to at some length earlier in this report.

Several of the officials of this Department, together with a few selected clerks from first-class offices, those who have had an opportunity to know the postal system in its entirety, would perform the work to a nicety; provided, of course, that the salary would be sufficiently large to compensate them for their continued absence from home—say, \$2,500 per annum, with actual expenses.

So well convinced am I that an enormous saving may be effected by the adoption of this recommendation, that I am perfectly willing to contract that the salaries and expense incident to the employment of such special agents shall be met out of the amount asked for clerk hire.

Purchase of Sites for Postal Stations.—The Government would effect a considerable saving if it were to purchase outright property conveniently located for its postal stations in the larger cities. Rentals for postal stations in New York City and Brooklyn alone now aggregate \$156,045 per annum. This amount would erect and equip several postal stations annually, dependent, of course, on the value of the real estate in the particular locality. Competition for the location of stations among the large real estate holders, in New York City especially, would be so sharp that desirable property could frequently be secured at a nominal figure.

High one-story buildings, with large skylights, and mezzanine floor for storage of records, carriers' swing room, employees' lockers, and lavatories, affording a floor space of about 5,000 square feet, would answer our purpose admirably, and within ten years the Government would practically enjoy a free rental. The local governments of both New York and Brooklyn long since found it necessary to purchase buildings for fire and police headquarters.

Why, then, should the United States Government longer pay large rentals, when by an increased appropriation of \$300,000 for ten consecutive years—only double the present rentals—the Government would own the premises occupied by every postal station in the United States? Government buildings are practically free from taxation, yet owners of buildings used for post-office purposes are obliged to consider this item in submitting their proposals.

Under present conditions the post-office equipment does not revert to the Government at the expiration of the lease, yet the lessors in estimating their cost usually figure to pay for the equipment during the first five years of the lease, and justly so, for the reason that they have no assurance that the Department will longer continue as a tenant. Thus the Government is not only required to pay taxes upon such buildings, but for equipment as well.

Duration of Leases.—The realty values in a number of the larger cities are so rapidly advancing that, in order to judiciously expend the money appropriated for rent at first and second-class offices, the Post-Office Department should be at liberty to execute leases for post-office premises for a period in excess of five years where, in the opinion of the Department, it is necessary. Numerous instances have occurred where very greatly reduced rentals could have been secured on ten-year leases.

Civil-service Commission Boards.—Civil-service boards, composed of clerks, are established at all free-delivery offices (629 in number). Two meetings are held per annum. No provision has been made by Congress for compensation of clerks rendering this service, estimated at \$23,315.76. While it is true that the Postmaster-General may, in his discretion, at any time appoint temporary clerks, nevertheless, in view of the fact that practically all of the employees in the postal service are classified and that the amount necessary to maintain these boards has become large, in my opinion Congress should consider this expense

with a view to making some specific provision for paying the same out of the clerk-hire appropriation.

Pay for Post-office Employees Subpoenaed as Witnesses.—I also recommend that when clerks are subpoenaed as witnesses in the United States district courts provision be made for the payment of substitute clerks during their absence, as I understand that the Department of Justice has no fund from which to defray this expense.

Classification Act.—I desire to renew the recommendation of my immediate predecessor relative to the present classification act, covered by section 451 of the Postal Laws and Regulations, edition of 1893. This act has caused the Department a great deal of annoyance and confusion by reason of the fact that it does not properly and satisfactorily classify, in that it embodies so many designations that are considered by postmasters to be synonymous. House bill No. 3273 of the Fifty-fourth Congress, recommended by him, was intended to obviate these difficulties, inasmuch as it sets forth clearly the duties performed by each clerk and assigns a proper designation to each employee. In addition, it provides for an annual increase in the salaries of certain employees, and advances the maximum of other grades to a figure commensurate with the duties performed and the length of service.

Experience has amply demonstrated that some of the brightest and most intelligent young men who enter the service soon become discouraged by reason of low salaries, and simply remain a sufficient length of time to enable them to secure positions in other vocations. This works a great hardship upon the Post-Office Department by reason of the fact that oftentimes as soon as a man becomes proficient he retires, and thus makes of the post-office a training school. Increasing the salaries of employees rather than their number has been productive of good results, but without the necessary legislation, embodied in the proposed classification act above referred to, it will be impossible to continue on this line to any marked extent.

Post-office Employees' Bonds of Suretyship.—Postmasters at Presidential offices, as a rule, require indemnity bonds to the postmaster by name of all employees handling funds or values, such as cashiers, money-order, registry, and stamp clerks. In the event of the death, resignation, or removal of the postmaster, it becomes necessary to file a new bond, and frequently ugly complications arise. As a remedy, I would suggest that all of the responsible indemnity companies in the United States be asked to quote rates per thousand dollars on all post-office employees' bonds up to and including \$10,000, said bond to provide for default to the Postmaster-General or the Post-Office Department of the United States. Where a bond in excess of \$10,000 is deemed necessary, personal sureties, as in the case of postmasters, should be accepted. The responsibility of these sureties should be regularly investigated by inspectors of this Department.

Recapitulation of estimates.

Items.	Present appropriations.	Average annual increase for past decade.	Estimates 1898-99.	Increases.		Decreases.	
				Amount.	Per cent.	Amount.	Per cent.
Salaries of postmasters.....	\$16,750,000	4.81	\$16,250,000	.....	.....	\$500,000	2.99
Clerk hire.....	10,600,000	8.66	11,300,000	\$700,000	6.60	.....	.....
Rent, fuel, and light.....	1,600,000	5.41	1,750,000	150,000	9.38	.....	.....
Miscellaneous, incidentals, and furniture.....	150,000	8.78	200,000	50,000	3.33	.....	.....
Advertising.....	15,000	.....	20,000	5,000	3.33	.....	.....
Canceled machines.....	65,000	.....	125,000	60,000	92.31	.....	.....

FREE-DELIVERY SYSTEM.

The following tabulated statement shows the operations of the free-delivery service from the date of its establishment in 1863 to the present time:

Year.	Number of offices.	In-crease.	Number of carriers.	In-crease.	Gross receipts.	In-crease.	Cost of service.	In-crease.	Cost to gross receipts.	Ratio of cost per carrier.
				Per cent.		Per cent.		Per cent.	Per cent.	
1863-64.....	66		685				\$317,063.20			\$462.86
1864-65.....	45		757				448,064.51			592.68
1865-66.....	46		863				589,236.41			682.77
1866-67.....	47		943				669,934.34			742.24
1867-68.....	48		1,198				995,934.59			831.33
1868-69.....	48		1,240				1,183,915.31			950.17
1869-70.....	51		1,362				1,230,079.85			903.14
1870-71.....	52		1,419				1,353,023.23			954.14
1871-72.....	52		1,443				1,345,065.76			970.43
1872-73.....	52		1,498				1,422,495.48			949.59
1873-74.....	87	85	2,049				1,802,896.41			879.79
1874-75.....	87		2,195				1,880,041.99			856.51
1875-76.....	87		2,269				1,981,180.51			873.15
1876-77.....	87		2,265				1,893,619.45			836.03
1877-78.....	87		2,275	0.4	\$12,117,820.24		1,824,166.96		15.05	801.84
1878-79.....	88	1	2,359	3.6	13,066,470.76	7.8	1,947,706.61	0	14.90	821.69
1879-80.....	104	16	2,628	13.9	15,082,160.65	15.4	2,363,693.14	21.4	15.66	879.31
1880-81.....	109	5	2,861	6.4	16,887,086.23	11.9	2,499,911.54	5.7	13.61	873.78
1881-82.....	112	3	3,115	8.8	19,414,772.80	14.9	2,623,262.74	4.9	13.51	842.45
1882-83.....	154	42	3,680	18.1	22,317,499.94	14.9	3,173,336.51	20.9	14.21	862.31
1883-84.....	159	5	3,890	5.7	21,596,020.08	8.2	3,504,006.52	10.4	10.22	891.82
1884-85.....	178	19	4,358	12	21,940,160.42	1.6	3,085,952.55	13.4	18.15	914.02
1885-86.....	181	3	4,841	11	22,629,826.66	3.1	4,312,306.79	9	19.05	890.58
1886-87.....	189	8	5,310	9.6	25,014,385.30	10.5	4,618,692.07	6.7	18.46	869.82
1887-88.....	358	169	6,346	19.3	29,459,943.33	13.7	5,422,356.36	17.4	18.40	854.45
1888-89.....	401	43	8,257	30.1	32,206,493.72	9.3	6,957,941.90	28.3	21.60	842.67
1889-90.....	454	53	9,066	9.7	36,648,000.49	13.8	7,976,202.72	14.6	21.21	879.79
1890-91.....	519	65	10,130	11.7	40,405,386.28	10.2	9,072,160.31	13.7	22.47	886.57
1891-92.....	568	49	10,737	5.8	44,031,728.77	9	9,966,892.67	9.9	22.63	928.27
1892-93.....	610	42	11,625	8.2	48,444,363.83	10	10,683,575.26	7	22.05	919.01
1893-94.....	610		11,736	9	45,801,210.16	as 45	11,229,436.78	5.1	24.51	956.83
1894-95.....	604		12,714	8.2	49,128,621.42	7.2	12,135,544.93	8	24.70	954.50
1895-96.....	627	23	12,834	.94	52,567,624.42	7.7	12,713,861.41	4.7	24.18	970.59
1896-97.....	627		12,931	.75	52,741,470.37	.33	12,827,396.69	.88	24.32	991.98

a Decrease.

Prior to the year 1877-78 the gross receipts of free-delivery offices were not reported separately by the Auditors.

Although more than one hundred offices appeared eligible during the year for the establishment of the free-delivery service, it was impossible for the Department to consider even the most worthy cases, the entire appropriation for the year being hardly sufficient to supply the most urgent needs of the established service. Since the close of the fiscal year 1897 the service has been established in more than forty offices, Congress having provided a special appropriation of \$90,000 for the establishment of the service at new offices. Before the close of the current year all offices entitled to the service will have received the same.

The requirements of the service and its growth during the year have been met by an addition of 97 carriers, only an increase of 0.75 per cent, as against an average annual increase for ten years past of 9.5 per cent. This has been accomplished by a careful investigation of the requests for additional service before allowances were made and by effecting such reorganization of the force as obtained the desired results without increasing the number of carriers. The working of the force and its discipline have been so closely scrutinized that the carriers are now being worked to their full capacity within the limit of eight hours per

day. Therefore any further reasonable extensions and improvements of the free-delivery service can only be made by supplying additional carriers. On this account the pressing demands of a few of the principal offices have already exhausted the inadequate appropriation for the current year.

ESTIMATE.

My estimate of the funds that will be necessary to meet all the requirements of the free-delivery service during the fiscal year beginning July 1, 1898, is \$13,810,400, an increase over the appropriation for the current fiscal year of \$586,400, or 4.8 per cent. Of this increase \$398,900 is necessary to provide for the payment of the increase in salaries of letter carriers required by the law of August 2, 1882, promoting them from a lower to a higher salary grade. There is to-day in the service the largest number of highest salary letter carriers yet reached, the average salary for the current year being \$933.58, while that for the next fiscal year will amount to \$956.64. Considering that this enforced increase consumes about two-thirds of the total increase for the next fiscal year, which is far below the average annual increase for the past eight years, it must be admitted that the estimate is conservative and that every cent of it is needed for the proper maintenance of the service.

The estimate is itemized as follows:

(1)	568 carriers, at \$600 per annum	\$340, 800
(2)	249 carriers, at \$800 per annum	199, 200
(3)	4, 713 carriers, at \$850 per annum	4, 006, 050
(4)	7, 984 carriers, at \$1,000 per annum	7, 984, 000
	<hr/>	
	13, 514	12, 530, 050
(5)	For promotion of letter carriers (act of August 2, 1882)	110, 000
(6)	For substitutes for regular carriers on vacations (act of June 27, 1884)	337, 850
	<hr/>	
	Estimated credit by change of grade	12, 977, 900
	<hr/>	
	Fixed by law and admitting of no reduction	12, 927, 900
(7)	For temporary carriers at summer resorts, for holiday emergencies, and to serve the routes of letter carriers employed on local civil-service boards	20, 000
(8)	For additional carriers for the extension of the service at established offices and for establishment thereof at new offices, equal to 300 carriers for a full year	180, 000
(9)	Substitutes for additional carriers on vacation	7, 500
(10)	For horse hire allowance	380, 000
(11)	For car fare and bicycle allowance	185, 000
(12)	All other incidentals, including letter boxes, package boxes, posts, furniture, satchels, straps, marine service at Detroit, Mich., mechanics employed exclusively in repairing, painting, and erecting package boxes and street letter boxes, etc.	110, 000
	<hr/>	
	Net estimate	13, 810, 400

PACKAGE-BOX SERVICE.

There are constantly increasing demands for the package-box service, especially in New York City, where the service has been extended as far up as One hundred and twenty-fifth street.

The new feature added during the year is known as the "special letter and collection box," and is the invention of Postmaster Warfield, of Baltimore. Its use is at present confined to that city, where it is operated in connection with the public street-car service.

The Warfield box is of metal, and has two compartments—one for

letters and one for packages—each compartment being supplied with an inner sack, made of canvas, and suspended by hooks within the box. The sacks open at the top like a purse. The collectors, after finishing their rounds of the street letter boxes of their respective districts, deposit their mail through the openings in the boxes directly into the canvas sacks. When the postal car stops at the box, the man from the car who collects from the boxes opens the box, takes out the two full sacks, which close automatically as he lifts them out, and deposits two empty sacks in their place, ready to receive the mail for the next collection. These boxes also have two openings for the accommodation of the public, through which letters and packages may be deposited directly into the sacks. They are so constructed as to make it impossible for them to be robbed from the outside.

These "accumulative boxes" are found to be great time savers. They not only enable the man on the postal car to make his collections rapidly, but they also prevent the carriers losing time waiting for the cars. They further extend the usefulness of the postal cars, which were originally employed simply to transfer mail from one station to another. Now they catch the mail "on the fly," so to speak, and the postal clerks are enabled to distribute en route much of the mail thus collected from the street letter boxes. The cars, of course, carry no passengers. The motorman is a sworn officer of the Department, and serves as messenger.

As soon as the appropriation will permit it is proposed to establish similar service in connection with the street railway postal cars in other cities.

STREET CAR LETTER BOXES.

The introduction of postal cars on the lines of city street railroads having proved distinctively successful, the attention of the Department has since been directed to the possibility of facilitating the collection of mails by affixing letter boxes to the ordinary street cars. Des Moines, Iowa, was suggested as a city in which the experiment could be tested to the greatest advantage. The postmaster of that city, in a letter addressed to the Department on March 30, 1897, pointed out that every street car in the city passed the post-office building, either on one side or the other, and that all the street car lines were owned or controlled by one company, thus rendering uniformity of action quite feasible. It was further suggested that the experiment could be made practically without cost to the Government, and that its advantages would be greatly appreciated by the residents of the suburban districts of Des Moines, remote from substations, who otherwise would have no means of getting their mail into the post-office, after quite an early hour in the afternoon, until the following morning.

After becoming assured that no local complications were likely to arise from any contention that the street-car companies would thus be constituted agents of the Government for the carrying of United States mails, the Department, on the 6th of April, 1897, authorized the postmaster of Des Moines to enter into an arrangement with the Des Moines Railroad Company to equip (without expense to the Government, except the cost of the letter boxes) such number of cars as might be deemed necessary for mail-collection service, the arrangement to be considered an experiment for a period of six months, after which, if it proved successful, the question of making it a permanent feature of the service would be taken up. The service was accordingly put into effect on these conditions on both sides of the river which divides the city—on one of the principal car lines on the east side and on two lines on the

west side. After a few days' trial the postmaster was enabled to report that "in the districts reached by this experiment the approbation is universal, and this office is in daily receipt of numerous petitions to extend the service to other lines."

The collections began with 215 pieces of mail on the day the service was started, and rapidly increased to 400 and 500 daily during the first month. In May the maximum number of letters, etc., collected in any one day was 1,119; in June, 1,434. The total collections in June on the cars were 22,535; in July, 35,737; in August, 41,897, and in September there was a still greater increase.

MARINE SERVICE.

At the suggestion of Postmaster Enright, of Detroit, Mich., the postal marine service was inaugurated, as an experiment, in the season of 1895. It has proven to be an unqualified success, affording the merchant marine of the Great Lakes great convenience and giving the masters and crews of passing vessels postal facilities gratis, which formerly they could not receive without paying fees to a private enterprise.

Under date of January 12 the Lake Carriers' Association, at their annual convention, adopted and forwarded to the Postmaster-General the following resolutions:

Resolved, That this association extend thanks to the Post-Office Department for establishing and maintaining the marine postal service on the river at Detroit, which has proved a great benefit to marine interests. We ask to have the service continued at Detroit and the same service established on the "Soo" River at Sault Ste. Marie.

J. J. H. BROWN, *President*.

THOS. CRANAGE,

JOHN MITCHELL,

J. G. KEITH,

W. A. LIVINGSTONE,

C. F. BIELMAN,

Committee.

A committee of marine engineers, who held their annual convention in Washington in January last, called at the Department and personally thanked the Postmaster-General for establishing the service, saying that the humblest member of a crew was receiving the same consideration at the hands of the marine postal service as the vessel owners and masters, which impartial treatment was not given them when the delivery of mail to vessels was conducted as a private enterprise. There are also on file many letters of commendation from vessel owners and others directly connected with marine interests.

The total amount of mail handled during the eight months of the season of 1895 was 46,478 pieces, and during the season of 1896 the number reached 175,850 pieces, showing a very satisfactory increase. Were it not for the depression in the vessel business during the months of August, September, and October, when a great many boats were tied up, the amount of matter handled during last season would have exceeded 200,000 pieces.

The total cost of the service for the first season (six months) was \$5,424.59, or about \$900 per month. The cost for the season of 1896 (eight months) was \$6,339.45, or less than \$800 per month.

For the benefit of those who are not familiar with the magnitude and importance of the merchant marine of the Great Lakes I will state that the tonnage passing Detroit during a season is more than that received at New York and Liverpool together; that seven-tenths of the entire

freight handled on the lakes is carried in the holds of "through freighters" that do not touch at Detroit en route to or from the upper lakes; and that on an average there is a vessel passing Detroit every four minutes of the day during the season of eight months. To serve these interests the marine postal service was established, and the number of people receiving the benefits of this service daily is equal to the population of some of our small free-delivery towns.

THE EIGHT-HOUR LAW.

The question of the compensation of letter carriers under the eight-hour law has occupied the attention of the Department and the courts for a number of years, but it is believed is now in process of final and equitable adjustment.

The law as passed May 24, 1888, provided:

That hereafter eight hours shall constitute a day's work for letter carriers in cities or postal districts connected therewith, for which they shall receive the same pay as is now paid as for a day's work of a greater number of hours. If any letter carrier is employed a greater number of hours per day than eight hours he shall be paid extra for the same, in proportion to the salary now fixed by law.

The case which elicited an interpretation of this law by the Supreme Court of the United States was originally brought in the United States Court of Claims in the name of Aaron H. Post, a letter carrier of Salt Lake City, Utah, who alleged that he had been employed by direction of the postmaster of that city about twelve hours a day, five hours of this time being consumed in the work of his delivery and seven hours in waiting for, receiving, and assorting his mails. He accordingly sued for the overtime, and the Court of Claims gave judgment in his favor.

One of the contentions raised on the part of the Government was that this service fell within the prohibition of section 1764, United States Revised Statutes, which reads:

No allowance or compensation shall be made to any officer or clerk by reason of the discharge of duties which belong to any other officer or clerk in the same or any other department; and no allowance or compensation shall be made for any extra services whatever which any officer or clerk may be required to perform, unless expressly authorized by law.

The Supreme Court of the United States, to which tribunal the case of Post was carried by appeal, intimated in its decision that had the evidence clearly shown that the claimant had been employed "as a clerk" in the extra time charged for, section 1764, R. S., might have been held to apply to the case. But said the court:

It is not stated in the findings that the claimant was so employed as clerk, nor does it appear what the duties of a clerk in the post-office in question were, but merely that during the time covered by the claim there were nine carriers and three clerks employed in the post-office.

In regard to another contention of the Government, that the claimant Post, was only entitled to compensation for the aggregate time served over eight hours a day, i. e., for the hours of service in excess of fifty-six hours a week, the Supreme Court ruled:

To sustain the interpretation given to the act by the Department it will be necessary to read in it by construction "on an average," i. e., if any letter carrier is employed on an average a greater number of hours per day than eight he shall be paid extra for the same. This the court is not at liberty to do. The carrier is entitled to eight hours' work and to his pay if work is not furnished to him. For any excess on any day he is entitled to extra pay. The only set-off that can be maintained is when he is absent from duty without leave. The Department is at liberty to keep a carrier employed eight hours every day, but not to give him a deficit of work one day and an excess another.

This decision of the Supreme Court, which was of course accepted by the Department as a final determination of the question, has resulted in the presentation of an immense number of claims by letter carriers for extra services rendered, the aggregate amount exceeding \$8,000,000.

With a view to prevent the further accumulation of indebtedness for overtime, an order was issued by the Postmaster-General April 4, 1893, requiring postmasters to rearrange the free-delivery service so as to bring the carriers' time within the eight hours' limit, either by curtailing the boundaries of the districts or by reducing the frequency of deliveries and collections. This order not proving effective in stopping the flow of extra claims, a still more stringent code of regulations was issued on January 1, 1895, prohibiting carriers from reporting prior to schedule time, requiring all services rendered to be recorded, prohibiting the performance of clerical work, and holding postmasters and superintendents of carriers to a strict accountability for the enforcement of these regulations. Since that order no appreciable overtime has been charged against the Department by letter carriers.

For the purpose of adjusting pending claims a commission was appointed early in 1894, consisting of an officer of the free-delivery service of the Post-Office Department and an assistant attorney of the Department of Justice, to visit the free-delivery offices and personally investigate the cases pending and report thereon to the Court of Claims. This commission is yet in operation. Its findings of fact, after being accepted by the Government, are communicated to the claimants' attorneys, who can either accept the amounts allowed them—in which case the claim is reported by the Assistant Attorney-General to the Court of Claims for judgment—or they can take their cases into court. In the great majority of instances the findings of the commission have been accepted, and a very considerable saving to the Government has thus resulted. For example, in the city of St. Louis the total claims filed amounted, in round figures, to \$123,000; the commission allowed a little less than \$39,000. At Station D, New York City, the claims were \$69,000; the amount allowed was \$15,800. At Station R, of the same city, the claims were \$15,000; the allowance, \$3,200. At Station L the claims were \$38,000; the allowance, \$15,000. At Newark, N. J., the claims were \$100,000; the amount found due was \$29,000.

The total appropriations made by Congress for the settlement of overtime claims of carriers up to date aggregate \$2,820,000. It is anticipated, according to the present ratio, that the total claims allowed will not fall short of \$3,500,000.

Since the process of adjusting these claims was put in operation a new question, not involving anything like so large an amount of money, has arisen, as to whether letter carriers are entitled to extra time for service during their "swings"—that is to say, during the intervals between trips. The Post-Office Department, shortly after the passage of the eight-hour law, issued a circular which stated:

As a rule there is an interval between every delivery during which the carriers are not employed as contemplated by this law. Whenever, after a reorganization under this act shall have been effected, this interval shall amount to one hour or more, the carrier shall be considered as off duty for that time.

The contention is raised that the order requiring that carriers should be considered off duty during "swings" of an hour or more necessarily implied that they would be considered on duty during "swings" of less duration. Acting on this view, suits for overtime have been brought

in the United States district court of Alabama on behalf of letter carriers of that State and in the Court of Claims on behalf of certain letter carriers of New York City. In each case there was a "swing" of half an hour, which, it was contended, could not be used for any beneficial purpose by the carriers, but was simply consumed in waiting for the next period of service to begin. The United States district court of Alabama held that the Government was liable for the time thus occupied. The Court of Claims took the opposite view, and ruled that the "swings" might be as long or as short as the post-office officials deemed necessary. An appeal from the decision of the United States district court of Alabama has been taken to the circuit court of appeals, and will shortly come up for argument. These cases antedate the order of January 1, 1895, which directs that carriers shall not remain at their desks or in the working room of the office during any interval or "swing."

SEPARATIONS FROM THE SERVICE.

The following statement shows the number of separations from the service during the year:

Carriers removed:	
For intoxication.....	61
For arrest for violation of postal laws and regulations.....	20
For gross violation of postal laws and regulations.....	53
For physical disability.....	3
Total.....	137
Carriers deceased.....	103
Carriers resigned.....	88
Grand total.....	328

The total number of separations in all classes was 328, only 2.54 per cent of the total number of carriers employed (12,931), as against 3.7 per cent for the fiscal year ended June 30, 1896, 4.9 per cent for 1895, and 6.3 per cent for 1894.

The removals equal but 1.06 per cent of the entire force, while last year they were 2.1 per cent, and for the year 1895 3 per cent and 1894 4 per cent. This very small number of removals is evidence of the strict enforcement of the regulations which forbid the removal of a letter carrier except for cause, after he has had due notice by a copy of the written charges and an opportunity to submit his defense to the same. It also marks an improvement during the last year in the discipline and conduct of letter carriers, which had already reached a very high standard of efficiency. The regulation of the Department in relation to the removal of letter carriers which has been in force since June, 1894, was recently promulgated by the President as a civil-service rule, applying to all employees within the classified service.

The order is as follows:

No removal shall be made from any position subject to competitive examination except for just cause and upon written charges filed with the head of the Department or other appointing officer, and of which the accused shall have full notice and an opportunity to make defense.

APPOINTMENT OF LETTER CARRIERS AT NEW OFFICES.

When in July last the Department undertook the establishment of the free-delivery service in a number of offices, it encountered much confusion and many errors on the part of postmasters in their selection

of names from the eligible register for appointment to carrier positions. This condition of affairs, due largely to the inexperience of postmasters themselves and of the new local civil-service boards, necessitated the issuance of departmental orders postponing the inauguration of the service until matters could be straightened out. This action the Department took very reluctantly, for it brought forth many earnest protests from the disappointed communities. To relieve itself of any future embarrassment, the Department decided to have all selections for the first appointments at new offices made at Washington direct from the eligible lists supplied by the Civil Service Commission. Accordingly, the Postmaster-General issued the following order on July 15, 1897:

That Section 602 (b) of the Postal Laws and Regulations for the Free-Delivery Service, July 1, 1896, be, and the same is hereby, amended so that the selections from the carriers' eligible register for appointment, for the establishment of the free-delivery service at new offices, shall be made by the Postmaster-General.

It is needless to say that no further confusion has been experienced and that the plan has given perfect satisfaction.

LETTER CARRIERS' BONDS.

Paragraph 3870 of the Revised Statutes requires that "every letter carrier shall give bonds, with sureties to be approved by the Postmaster-General, for the safe custody and delivery of all mail matter, and the faithful account and payment of all money received by him;" and section 604, Amended Postal Laws and Regulations for the Free-Delivery Service, 1896, provides that the postmaster "will also require carriers and substitutes to furnish new bonds whenever, from any cause, the sureties have become insufficient, and will forward all bonds to the First Assistant Postmaster-General, Free-Delivery Division;" also that "every letter carrier must promptly inform the postmaster, on pain of dismissal, of the occurrence of any event or change of condition affecting unfavorably the responsibility of his sureties."

The bond of a letter carrier and a substitute carrier is fixed at \$1,000. There are on file in the free-delivery division of this Bureau about 17,000 bonds, of which probably 25 per cent are supplied by surety companies. Many of the individual bonds are from fifteen to twenty years old. The fact that very few new bonds are being received to replace those that have become worthless on account of death or insolvency of one or more of the sureties is satisfactory evidence to this office that the regulations above quoted have not been strictly complied with, and that therefore there are many bonds on file now practically worthless. To ascertain just which bonds have become insufficient, and to replace them with new ones, would consume much time of a corps of clerks in searching the files, examining each individual bond and conducting almost endless correspondence with postmasters at free-delivery offices. This trouble and expense may be avoided and unnecessary work of clerks in the future prevented by requiring every letter carrier to furnish a bond of one of the reliable fidelity or surety companies. I therefore recommend that hereafter only recognized fidelity companies be accepted as sureties on carriers' bonds, and that all individual bonds now on file be replaced with the new bonds on or before January 1, 1898.

SERGEANTS FOR LETTER CARRIERS.

I have become convinced that to maintain a thoroughly efficient service and a proper discipline it is necessary to officer, supervise, and control letter carriers in the same manner as the employees of every other

branch of the postal service. At present letter carriers, while on their routes, are practically without supervision of any kind. How to effect an organization to remedy this condition is a question that has occupied the attention of this office for some time past. Various suggestions have been made from time to time, but I do not find that they were ever put to a practical test. This important question was one of the first to receive my attention, and for the purpose of perfecting a plan by which the desired results might be obtained, I authorized Postmaster Charles U. Gordon, of Chicago, in June last to temporarily detail five letter carriers, designated "sergeants," to supervise the carriers while on their routes, to test routes from time to time, to investigate complaints, to recommend changes in routes and schedules, and in short, to perform such other supervisory work as the postmaster may require of them. Reports show that the system is giving perfect satisfaction and that it is already producing good results in discipline and better service. The selection of sergeants from among letter carriers should, I believe, be limited to those who have been in the service for five years or more. In this manner the Department would secure men whose practical experience would prove very beneficial to the local service. The results thus far obtained from the Chicago experiment fully warrant me in strongly recommending legislation to provide for the permanent employment of a force of sergeants, especially in the large cities where now there is little or no opportunity to supervise letter carriers while performing duty upon their routes.

SERVICE STRIPES.

The free-delivery service has been in operation for a period of thirty-five years, commencing in 1863. Among the 13,000 regular letter carriers now employed there are a few who have been in the service since its inauguration; quite a number whose terms of service exceed twenty-five years, and a large number who have seen more than ten years of active service. These men have a right to be proud of their long terms of service, and it is but just that the Department should give them some recognition. It has decided to do so to a modest extent, by authorizing the use of service stripes, to be placed upon the sleeves of the regular uniform, one stripe to be allowed for each five years of regular service. The adoption of service stripes will also prove a decided advantage to postmasters and other postal officials who, on meeting a carrier, will know approximately at a glance how long he has been in the service, a knowledge which will often prove of assistance to them when making official investigations. I have therefore caused to be added to section 631 (a), Amended Postal Laws and Regulations, Free-Delivery Service, the following paragraph:

Letter carriers who have served five years shall wear as a mark of distinction, upon both sleeves of their uniform coat, three-fourths inch above the braid on cuff of sleeve, a half chevron of black cloth one-half inch wide, extending horizontally from seam to seam of coat sleeve and sewed in seams of sleeve. For every additional five years of service another stripe of the same material and style as the first one shall be added. All stripes to be edged with white stitching and to be one-half inch apart. A carrier who has been reinstated shall get credit for the full term of his actual service, but not for the time that he was out of the service. Time spent in the substitute service shall not be taken into account.

Substitute Carriers.—As a distinction between a substitute letter carrier and a regular letter carrier who has not yet received his first stripe, all substitute carriers will wear on both sleeves, three-fourths inch above the braid on cuff of sleeve, a plain letter S, 2 inches high, made of black cloth, edged with white stitching.

Before deciding upon this change in the regulations, special permission was given the postmaster at Chicago to allow carriers to attach

stripes to the sleeves of their uniform coats. The innovation received the hearty approval of the letter carriers and the favorable comment of the public generally.

HOUSE-TO-HOUSE COLLECTION SYSTEM.

The house-to-house collection system has made satisfactory progress during the past year. The Postmaster-General issued the following modified order concerning the system on May 28, 1897:

[Order No. 330.]

General Order No. 47, of January 23, 1896, will be modified so as to read as follows:

Whereas the Postmaster-General, in order to facilitate the collection and delivery of mail matter, gave public notice to inventors and others to submit to the Post-Office Department models, designs, and specifications of house letter boxes; and

Whereas in response to said invitations about 1,200 devices were submitted to the Postmaster-General and referred by him to a commission of postal experts, consisting of J. B. Harlow, postmaster, St. Louis, chairman; C. Van Cott, postmaster, New York; Henry Sherwood, postmaster, Washington, D. C.; James E. Bell, superintendent delivery, Washington, D. C.; W. B. Smith, acting inspector in charge, Washington, D. C., and Thomas N. Hart, postmaster, Boston, Mass., to examine all models, devices, and specifications submitted, with instructions to select from the same such device or devices as should, in their opinion, possess the greatest merit and be worthy of adoption; and

Whereas the said commission at its session in June, 1891, and at subsequent times examined the said devices and unanimously agreed to recommend for favorable consideration six of the same, which in their opinion best met the requirements of the case, the devices recommended being as follows:

(1) A device for door slot, with wind and water tight automatic covering, offered by A. S. Johnston, Waterford, N. Y.

(2) A door plate with slot and inside box of two compartments, for receiving mail from carrier and for deposit of mail by householder for collection by carrier, with automatic signal to indicate to carrier when collection is necessary, offered by Cushing & Mitchell, Wheeling, W. Va.

(3) An outside box for delivery, offered by W. O. Taylor, of J. S. Mason & Co., Boston, Mass.

(4) An outside box of two compartments, wherein mail can be delivered by carriers and householders can deposit mail for collection by carriers, coupled with an automatic signal indicating the presence of mail matter, offered by W. O. Taylor, of J. S. Mason & Co., Boston, Mass.

(5) A small outside box for delivery only, recommended for its strength and cheapness, offered by John Ringen, St. Louis, Mo.

(6) A combination box, providing for delivery by carriers and deposit by householders, intended to be placed in the wall of the building at the time of erection, offered by W. S. Boone, Kansas City, Mo.

The Postmaster-General, after carefully considering the report of the commission, accepted the proposition of such of the inventors as desired to put up boxes at their own expense, to give a practical demonstration of their value. Accordingly tests were made of the following boxes by the postmasters of St. Louis and Washington, with the consent of the Department; the object being twofold, to ascertain the feasibility of the house-to-house collections and the fitness of the boxes for the use proposed:

(a) Combination box for inside use, Cushing & Mitchell, now known as the Postal Improvement Company. This box receives the carriers' deliveries, and enables householders to post letters, magazines, newspapers, small packages, and such other matter as is ordinarily carried by letter carriers, without going out of the house. The postmaster at St. Louis, when this box was tested, stated in his report that it can be adapted to almost any situation. It can be placed outside as well as inside. It is adjustable to doors, porch rails, and may be constructed in the walls of houses during or after construction.

(b) The small delivery box of John Ringen, of St. Louis, Mo.; its merit being cheapness.

(c) Outside collection and delivery box of W. O. Taylor, of J. S. Mason & Co., of Boston, Mass. To be placed on the exterior of walls, fences, and other like supports, for the reception of mail and delivery as aforesaid by carriers, and in which householders can deposit mail to be collected by carriers.

(d) Outside delivery box of W. O. Taylor, of J. S. Mason & Co., of Boston, Mass.

The practical tests were thorough and satisfactory. The carriers did not take any

longer time in stopping at each door to collect and deliver mail than is found necessary under the present system. Householders were delighted with the convenience of posting letters any hour, day or night, without going outdoors. No additional expense will be incurred to the Department, and probably the time saved to carriers, no longer compelled to await answers to bells, may be utilized in further extending the boundaries of routes in rapidly growing cities.

It is therefore—

Ordered, That in all cities and towns having free delivery, the postal system be extended to include house-to-house collection; but, for the convenience of the Department, the introduction of boxes will, until further orders, be confined to the following cities and towns:

Allegheny, Pa.	Indianapolis, Ind.	St. Paul, Minn.
Alexandria, Va.	Joliet, Ill.	San Francisco, Cal.
Atlanta, Ga.	Lowell, Mass.	Selma, Ala.
Baltimore, Md.	Marshalltown, Iowa.	Springfield, Ill.
Boston, Mass.	Minneapolis, Minn.	Springfield, Mass.
Buffalo, N. Y.	New Orleans, La.	Syracuse, N. Y.
Chicago, Ill.	New York, N. Y.	Tacoma, Wash.
Cleveland, Ohio.	Omaha, Nebr.	Toledo, Ohio.
Columbus, Ohio.	Portland, Me.	Vicksburg, Miss.
Detroit, Mich.	Richmond, Va.	Washington, D. C.
East Orange, N. J.	St. Albans, Vt.	Wheeling, W. Va.
Grand Rapids, Mich.	St. Louis, Mo.	Wilmington, N. C.

Postmasters will observe the following rules:

(1) The householder must, for his own convenience and advantage and at his own expense, supply a suitable box.

(2) Postmasters are instructed to give information about the boxes and encourage householders to put them up. Inasmuch as the general use of boxes will increase the safety and speed of the mail, all clerks and carriers are ordered to recommend and facilitate their adoption.

(3) The Post-Office Department will not assume the responsibility of collecting mail deposited in any other collection boxes than those recommended by the commission and tested by the Department; and the selection of collection boxes is therefore limited to those thus recommended and tested, as hereinbefore described.

And on May 29 the following order:

[Order No. 337.]

Order No. 654 of December 14, 1896, is hereby modified so as to read as follows:

That the house-to-house collection and delivery system is hereby extended to provide for the sale of postage and special-delivery stamps and postal cards by letter carriers by means of the house collection and delivery boxes approved by this Department in Order No. 47 of the Postmaster-General, dated January 25, 1896, and an official stamp-selling envelope, this day approved, to be supplied and used in the following manner:

Stamps will be sold of the denominations and in the quantities named herein. The official stamp-selling envelopes will contain order slips, upon which orders for stamps and postal cards may be indicated, as follows:

Five (5).....	Two (2) cent stamps.
Twenty-five (25).....	Two (2) cent stamps.
One hundred (100).....	Two (2) cent stamps.
Two (2).....	Five (5) cent stamps.
Five (5).....	One (1) cent stamp.
Twenty-five (25).....	One (1) cent stamp.
Five (5).....	Postal cards.

The Postal Improvement Company shall assign to the United States all United States patents now held by it on the envelope adopted and all United States patents pertaining thereto which may be held by it in the future, with the understanding that these envelopes shall be used only in connection with the house-collection and delivery boxes adopted and tested by the Department.

It shall also provide one of these envelopes with each house-collection and delivery box, of the forms adopted by the Department, without cost to the United States or to the person purchasing such boxes, such envelope to become the property of the United States. Requisite number of envelopes for the use of letter carriers to be provided by the Department.

Carriers shall collect from house letter boxes official stamp-selling envelopes contain-

ing orders for stamps when such orders are properly indicated with the name and address of the person ordering written thereon, and when accompanied by an amount of money equal to the value of the stamps ordered; and he shall turn over to the clerk designated to receive them such official stamp-selling envelopes, whose duty it shall be to fill such orders by placing in the envelope the stamps so ordered and paid for, and the carrier on his next trip shall deliver this envelope in the delivery compartment of the box at the address designated in the order.

Patrons posting unstamped matter, or matter to which they wish affixed a special-delivery stamp, in the collection compartment of box, must accompany the same with a regular order for stamps to be delivered by the carrier on his next trip, and an amount of money sufficient to equal the value of the stamps so ordered and to prepay the postage on the unstamped matter, or matter to which they wish a special-delivery stamp affixed, in order that the patrons may not be left without an official stamp-selling envelope for future orders.

The carrier shall collect such unstamped matter and turn it over to the clerk in charge, whose duty it shall be to affix such stamps and forward the matter by the next mail.

If the money found in an envelope does not correspond with the cost of stamps ordered, or if the order be not properly indicated, or if the name and address of the patron be not given, the carrier shall immediately return the envelope to the delivery compartment of the box.

Carriers shall in no case make change; nor shall they sell stamps, take orders therefor, nor receive unstamped matter, except in the manner above specified.

This service will be given to only those patrons of the post-office who provide themselves with one of the house collection and delivery boxes approved by the Department for that purpose, for the reason that it is not practicable to do so unless patrons will conform to the method adopted.

The following matter shall be printed on the back of each official stamp-selling envelope for the guidance of carriers and patrons:

"U. S. official stamp-selling envelope. Patent pending. This envelope is the property of the United States. One, two, and five-cent postage stamps and postal cards in the following quantities, only, viz: Five ones, five twos, one hundred twos, two fives, twenty-five ones, twenty-five twos, five postal cards, will be delivered by letter carriers to users of the officially adopted house-collection and delivery boxes when ordered in this envelope according to the following directions: Mark with a cross the square (thus X) on order slip, opposite the number and denomination of stamps you want delivered to you, or if you wish to post unstamped matter indicate that in the place provided in the same manner. Write plainly name and address on lines indicated on order slip. Place in this envelope the order slip with the *exact* amount of money to pay for stamps ordered and in such manner that carrier can read order and count money without removing either from the envelope. Fasten end of order slip to the envelope front in the manner provided and post the same in your house letter box as you would an ordinary letter. The carrier will deliver the stamps in this regulation envelope on first trip after the collection of order, and where unstamped matter is posted with money to pay postage for same as above directed, he will collect the same on first trip and postage will be affixed to it at the post-office and it will be forwarded by first mail. If the money found in your envelope does not correspond with cost of stamps ordered the carrier will immediately return the envelope to the delivery compartment of your box.

"Unstamped matter will be collected by carriers when found in box together with any regular order for stamps and an excess of money equal to the postage of the unstamped matter. Carriers can not make change and must not be detained in the conduct of this business."

All postal regulations inconsistent with this order shall be so amended as to conform to its provisions.

The radical addition to the system was inaugurated, providing for the sale of postage and special-delivery stamps and postal cards and enabling patrons of the post-office to mail unstamped matter when accompanied by an amount of money sufficient to prepay the postage on the same, by means of the boxes tested and adopted by the Department and the official stamp-selling envelope adopted in Order No. 337.

A general demand of the public has been met by the introduction of this stamp-selling feature, and especially does the provision for the mailing of unstamped matter mark a new era in the free-delivery system. For many years the Department and Congress have been urged by patrons of the post-office from all sections of the country to provide

some means for accomplishing this purpose, and it is believed that this demand has now been satisfactorily met. The official stamp-selling envelopes are furnished free of charge to those providing themselves with one of the tested and adopted house collection boxes.

The adoption of these boxes has been very general by the residents of those cities to which the system has been extended, despite the prevailing financial depression of the past year, and it is confidently believed by those having the matter in charge that under the new conditions of prosperity this adoption will be very much hastened during the coming year—a result to be hoped for since the Department and the public are equally benefited by the extension of this system—the former by the quicker dispatch of the mails brought about by the saving of time made by the carriers in the delivery of the mails and the increased sale of postage and special-delivery stamps, while the latter profits by the increased facilities afforded it for receiving and posting mail matter and purchasing stamps. This system is simply an extension of the street letter-box system and the stamp-selling station, since boxes for the receipt of mail are placed on dwellings and places of business in addition to those at street corners, and means for purchasing stamps are provided at like places in addition to those at post-offices, substations, or stores, oftentimes far distant from the dwelling or business house of the purchaser. This system must necessarily grow gradually, and further experience with it will doubtless suggest still other changes and improvements. Since the issuance of Order No. 330 by the Postmaster-General, the system has been extended by him to the following-named towns and cities:

Brockton, Mass.	Hoboken, N. J.	Racine, Wis.
Bridgeport, Conn.	Mobile, Ala.	Torrington, Conn.
Elmira, N. Y.	New Bedford, Mass.	Yonkers, N. Y.

SATCHEL REPAIR SHOP.

The work of the satchel repair shop is itemized in the following statement:

July 1, 1896, satchels on hand.....	1,874
Satchels received for repairs during year.....	7,053
	<hr/>
	8,927
Condemned as not worth repairing.....	3,185
	<hr/>
	5,742
Shipped to postmasters during year.....	4,850
	<hr/>
Balance on hand.....	892

Satchels are repaired and shipped at a cost of 32½ cents each; total cost of repairing and shipping satchels during the year, \$1,576.25.

SUBSTITUTES.

The very unsatisfactory status of the force of substitute letter carriers is giving the Department much concern. The betterment of their condition is a problem which under existing statutes is very difficult of solution. The act of August 2, 1882 (22 Stat. L., 185), provides that the Postmaster-General "be, and is hereby, authorized to appoint one or more substitute letter carriers, whose compensation shall be one dollar per annum and the pro rata compensation of the carriers whose routes they may be required to serve." Act of June 27, 1884 (23 Stat. L., p.

60), allowing leave of absence to regular carriers not to exceed fifteen days in each year without loss of pay, provides that the substitutes employed in the absence of letter carriers on such leave shall be paid at the rate of \$600 per annum.

Under these statutes the annual compensation of substitutes in small offices is practically limited to the vacation service they perform for the regular carriers. Instances have been brought to my attention where substitute carriers earn an average of but \$5 or \$6 a month. These paltry earnings force them to find employment elsewhere and to refuse to respond to the call of the postmaster when emergencies arise requiring their services. Substitute carriers can not be censured for refusing, under these circumstances, to perform postal service, especially when they are confronted with the alternative of choosing between a permanent commercial employment and the very uncertain and brief employment which the exigencies of the postal service provide for them.

When a substitute declines to perform service at an office where there happens to be no eligible register, the Department is compelled to drop his name from the roll, for it can not make a temporary appointment, under section 602*d*, Amended Postal Laws and Regulations for the Free-Delivery Service, 1896, and Rule VIII, par. 13, Revision of the Civil-Service Rules, May 6, 1896, so long as there is a name on the substitute roll. Such action, though unavoidable, works a hardship to the substitute carrier, who may have served patiently as such for four or five years, awaiting a regular appointment. Instances of this kind arising almost daily cause the Department much embarrassment.

With the exception of those employed in the very largest offices, the substitute carriers at first-class offices are not much better off than their official brothers in the small offices. However, in first-class offices there is more opportunity to provide steady employment for them, as there are frequent emergencies requiring the employment of additional temporary carriers, and then there is other work which they can conveniently perform. In New York, for example, substitute letter carriers deliver all special-delivery letters and perform service as temporary carriers, which divides among them four or five thousand dollars a year. These duties, in addition to the service performed in the absence of regular carriers on leave, with or without pay, provide a compensation per annum equal to the salary of a third-grade letter carrier. Last year the salary of a substitute carrier in New York City was about \$50 per month. In order to provide as much work as possible for substitute carriers, it is my purpose to issue an order at an early date requiring that the delivery of special-delivery letters in first-class offices be made by substitute carriers. At small offices, where the number of special-delivery letters delivered daily is too small to require constant service of a substitute, I will leave the performance of such extra service optional with the substitutes employed in those offices.

Complaints have been made to this office from time to time that the substitutes at many offices are not promptly paid for services rendered regular carriers on leave without pay, and that they are compelled to await the pleasure of the regular carriers before receiving the compensation due them. It has also been charged that at some offices substitute carriers are required by the postmaster to work at the rate of \$600 per annum when they are entitled to the pro rata compensation of the carriers whose routes they are required to serve. This office will take steps at once to have these irregularities corrected, and will again direct the attention of the postmasters to section 628, Amended Postal Laws

and Regulations for Free Delivery Service, 1896, which reads: "Work for substitute letter carriers should be distributed as equally as possible among them, without regard to seniority or time of service."

I will have occasion later on to suggest such legislation as will enable the Department to place the employment of substitute letter carriers on a more satisfactory basis.

ASSISTANT SUPERINTENDENTS.

The free-delivery service has grown to such proportions that it is almost impossible, with the present organization of the free-delivery system, to give it the supervision that is constantly required. Two more assistant superintendents, with a salary of \$2,000 each, should be added to the force. Their headquarters should be at New York and Chicago, respectively, as a very large portion of the carrier force is employed in those two cities and their immediate surroundings. There are many local questions arising daily throughout the service that require and should receive the personal attention of the superintendent of the free-delivery system, or his direct representative. There are now employed in the service 17,000 letter carriers and substitute letter carriers, distributed among 700 post-offices. The Railway Mail Service, employing about 8,000 men, has, besides a general superintendent and an assistant general superintendent, 11 division superintendents and 28 assistant superintendents. I make this comparison between the two services to emphasize the necessity of two additional assistant superintendents of the free-delivery system, and I can not too strongly recommend that Congress be urged to provide for their appointment.

RURAL FREE DELIVERY.

Rural free delivery has been put to the test of practical experiment in 29 States and over 44 differing routes. This has been done by direction of Congress, which placed a sum of \$10,000, supplemented by another appropriation of \$30,000, at the disposal of the Department for this purpose during the fiscal year 1896-97, and has appropriated a further sum of \$50,000 for continuing and extending the experiment during the present fiscal year. In a majority of the districts experimented upon the free-delivery service has been in operation for a year. It was commenced in West Virginia October 1, 1896, extended to Maryland, Missouri, New York, Ohio, and Indiana October 15, 1896; later in the same month other rural routes were established in Virginia, Arkansas, North Carolina, and Kansas; and in November, 1896, the system was placed on trial over selected routes in Louisiana, Massachusetts, Nebraska, Iowa, Colorado, Wisconsin, Maine, Pennsylvania, and Arizona. The States of Michigan, Alabama, Georgia, Illinois, and Vermont were included in the experiment in December, 1896, and in January of the present year Minnesota, Kentucky, California, and Tennessee were added to the list of States where rural free delivery has been initiated.

More recently a route has been started from North Yakima, in the State of Washington, and a supplemental route has been given to Iowa.

All sorts and conditions of rural life have been included in the experiment, as will be seen from the detailed reports of the results of the test in the different States experimented upon, which are herewith pre-

sented. The service has been tried under most favored conditions in the garden district of California, where 75 miles of macadamized roads, carefully sprinkled in summer, lead through a succession of costly mansions, embowered among gardens and fruit groves. It has been put in operation along the banks of Bayou Lafourche, in the sugar belt of Louisiana, where the carriers drive from one sugar plantation to another for 7 miles on each side of the bayou. It has been inaugurated under equally favorable auspices in the productive irrigated fruit-growing districts of Arizona; among the well-improved and prosperous ranches of Colorado; in the balmy climate and health-giving air of southern Georgia; among the intelligent farming communities which thickly populate Genesee County, N. Y., and Lancaster County, Pa. It has been established on one of the larger islands of Lake Champlain in Vermont; and has been put in operation in the backwoods of Maine, and among the farmers and summer boarders of Massachusetts.

In these and other localities the conditions were such as to favor the success of the plan to the utmost. But the experiment has not been confined to communities where there were few difficulties to be encountered. It has been carried over the mountains of Arkansas; through the heavy roads of central Illinois; along the rough banks of the Missouri River, in Kansas; through the unsurveyed and roadless farming districts of southwest Kentucky; over the hills and through the snow-filled crossroads of Michigan; down the stiff clay roads of North Carolina; along the sparsely-settled rocky ridges of Westmoreland County, Pa., and among the scattered colored settlements of Virginia. Congress desired rural free delivery to be thoroughly tested. The Department has endeavored to comply with this request.

According to the varying conditions of the country traversed, the rural carriers perform their services on horseback, or riding in buckboards, buggies, two-wheeled carts, or on bicycles. In some States they have to cross farms and pull down bars and ride over fields to deliver and collect their mails. In no instance has any serious complaint been made of this invasion of private rights. On the contrary the cooperation of the communities served has in every instance been cheerfully and effectively given. The farmers, at their own cost, have put up boxes at the crossroads and at all other convenient places for the reception of the mails.

The general results obtained have been so satisfactory as to suggest the feasibility of making rural delivery a permanent feature of postal administration in the United States; not immediately, or in all districts at once, but in some gradual and gradated form, the character of which might be regulated by the tenor of the reports herewith presented as to the experimental service.

One of these experimental districts, Thibodeaux, in the parish (or county) of Lafourche, La., demonstrated from the start that the service could be made permanent in that section without any increase of cost to the Government. It was found that the annual compensation paid to fourth-class postmasters and for star-route service in this district (all practically superseded by the rural free delivery) amounted to exactly the annual cost of the rural carriers, while the service rendered by the carriers was much more efficient and acceptable to the public.

In Lancaster County, Pa., there are nearly 150 fourth-class post-offices, a large percentage of which might be discontinued if rural free delivery were extended over the whole county.

In communities like these there would seem to be no valid objection, even on the score of economy, to putting the system of free rural delivery

into permanent operation. The criticism, sometimes heard, that to do this would discriminate in favor of one section as against another, is easily answered by the statement that such a discrimination would be no greater than that created by existing law, which gives free delivery to a town of 10,000 population or \$10,000 gross annual postal receipts, and denies it to another town of 9,500 population or \$9,500 gross postal receipts.

SOME DIFFICULTIES ENCOUNTERED.

The question as to the net cost of rural free delivery is at nearly all points complicated by considerations as to the possibility of discontinuing other service with which the rural delivery to some extent comes in conflict. So long as the system remains a tentative one, and until the intentions of Congress as to its perpetuation become known, it has been thought the part of wisdom to "make haste slowly" in the abolition of other service which it might be found necessary to resume soon after its discontinuance. Hence the results of the experiment, from a pecuniary point of view, have not in many instances been as satisfactory as they could easily be made if the service were established on a permanent basis. The uncertainties of the situation have acted like a spring frost on blossoming fruits and have checked many buds of promise. There has been, and naturally so in some localities, a hesitation on the part of the community to break in upon their long-established custom of riding to town for their mails when they have no assurance as to how long free delivery is to last. Then, again, postmasters of the fourth class, who are paid according to the amount of mail matter canceled in their office, do not find it to their interest to encourage their patrons to transfer their mail delivery to the neighboring free-delivery route. It is asking too much of human nature to expect them to divest themselves of part of their income purely for the betterment of the service. That so much has been accomplished in spite of these retarding influences indicates much greater possibilities for the future.

One of the suggested plans for extending rural delivery in scattered communities is the utilization, in certain States, of the existing star routes, and adapting them to the delivery of mails by the wayside. This, of course, would require the authorization of Congress to make it effective, but it would be quite competent for the star-route messenger, carrying his locked mail pouch from one post-office to another, to deliver to and collect from such persons living along the line of his route as might authorize him so to do, their daily mails, without in any way seriously interfering with the expedition of his trips. This plan has actually been put in operation by the citizens of one district of Massachusetts, on their own responsibility, they paying the mail messenger \$2 per annum for each family thus accommodated by him.

With a view of meeting the general wish of rural communities for an extension of mail facilities, a bill (H. R. 5473) was introduced in the last Congress by Hon. N. D. Sperry, of Connecticut, to revive the old "penny post" system in towns, villages, and other places where no free delivery exists. The bill enacted that on the petition of not less than twenty persons of any one delivery the postmaster might appoint one or more carriers who, on the written request of the addressees, should deliver their mails, receiving from them such weekly, monthly, or quarterly compensation as might be mutually agreed upon, or, as the bill further provided, "when no such agreement is made, they may

demand and receive not exceeding 1 cent for each letter or other package which they deliver from or convey to the post-office."

In the course of the debate on this bill in the House of Representatives Hon. John S. Williams, of Mississippi, said:

The proposed bill—the legislation it seeks to enact—is nothing but the development into law of a system which already exists in a part of this country. For example, down in my own country, in the State of Mississippi, there is a community of people—there are several of them, but I have in mind one community—who annually direct the postmaster to deliver their mail to a certain person selected by them to receive and deliver it. The carrier gets the mail from the post-office and deposits it in boxes in front of the various plantations on his route, and takes from the boxes such mail matter as has been deposited by the planters, or the renters of the land, and carries it to the post-office. So the common sense of a community in this country has already developed a scheme exactly that which the gentleman from Connecticut desires to put into the shape of law upon our statute books.

This is quoted as showing how general is the desire for the extension of the delivery service in rural districts. Both the Senate and the House of Representatives adopted a report on the Sperry bill, which said:

While the demand for rural delivery comes from the people in the main, it has also been made the subject matter of discussion by the Post-Office Department from time to time, and it is agreed by those who have investigated the subject that there is no good reason why such accommodations should be withheld. It is easy to see how this will elevate the standard of intelligence and promote the welfare of the people.

A brief, prepared in support of the Sperry bill, urged that our postal system was derived from that of Great Britain; that the ordinance passed by the Confederate States in 1782, empowering the Postmaster-General and his assistants to "carry and deliver" letters, was based upon the English statute of 1710, which statute received a final construction by the Court of King's Bench in 1772, in a suit brought against the postmaster of Ipswich for the nondelivery of a letter. The opinion of that court, as delivered by Lord Chief Justice De Grey in this case, was quoted as follows:

The Postmaster-General is to receive, carry, and deliver all letters which shall be sent to or from all places in Great Britain and her colonies. As he "receives" a letter from one person he is to "carry and deliver" it to another person, according to the directions; but in the present case the postmaster is so far from delivering the letters directed to the plaintiff at Ipswich that in truth he retains them. He receives them at his office in London and delivers them into his office at Ipswich, which is no more than giving them with his right hand into his left. He must do more. He must remove them out of his office at Ipswich as much as he did out of his office at London, and must deliver them to the person at Ipswich, as directed.

From this opinion, and from the action of Congress from time to time, the deduction was drawn that a common-law obligation to "deliver" letters as well as to "carry" them was assumed by this Government in taking upon itself a monopoly of the postal service, and has been recognized by it. As long ago as 1794 a law was passed authorizing a charge of 2 cents for letters delivered by carrier. In 1861 the charge was reduced to not exceeding 1 cent. This provision was repealed in 1863, when free delivery in the large cities was established, but was revived in 1865 and remained nominally in force until the codification of the postal laws in 1872, when it was omitted—whether by accident or design on the part of the codifiers does not clearly appear.

Mr. Sperry's bill to revive the "penny post" passed both Houses of the last Congress, but did not reach the President in time to receive consideration and approval. The passage of this bill, however, reflected the growing feeling on the part of the country at large in favor of the extension of the delivery service in some shape to agricultural communities.

Commenting upon the inequalities in our postal service, Postmaster-General Wanamaker, in 1892, said:

When a town grows to 10,000 population, and puts down foot walks and puts up numbers on the houses, the Post-Office Department is authorized by act of Congress to establish a carrier service to deliver mail matter at the doors of houses and offices. As the town increases postal stations are established. Thus the postal service keeps pace with the growth of the town. While all this postal work is going on at the thickly populated points the farmers, quarrymen, blacksmiths, millers, and artisans—all paying the regulation rates of postage—are left to get their mail as best they can, from the post-office at the village or at the railway station.

The system is really colonial. It takes pay for delivering letters without delivering them. It obliges people to go or send for mail, and that means, in the winter or stormy seasons, and for aged people, the deprivation of letters and periodicals (hardly less valuable) that lie in the post-office for long periods not called for.

Mr. Wanamaker's comments are equally applicable to the postal service of the present day.

Whether it is proper or desirable at this time to enter upon a broad and general system of free delivery, not only in rural communities but in the towns and villages now excluded from the free-delivery service by operation of law, is a question which rests within the sound discretion of the lawmaking power. This Department can only aid by laying before Congress the facts as reported by its trusted and intelligent agents, and such other information as comes into its possession through the intercourse which Department officials necessarily hold with the people and their representatives by correspondence or direct personal interviews. It can hardly be disputed that public policy requires some advances to be made, and that the postal service of the United States should be brought more into line with the advancing prosperity and increasing population of the country than circumstances have hitherto permitted it to be. It may even be said that sooner or later the United States will have to follow the lead of the more densely populated countries associated with it in the Universal Postal Union, and establish a delivery service over all the settled portions of its vast territory. The question remains how to make the necessary advances.

THE COST AND POSTAL DEVELOPMENT.

Postal development in the United States has been of comparatively recent growth, and has been accomplished in spite of many difficulties. Less than four years since the aged postmaster of an Ohio town, then still holding his office, at the end of sixty-four years of continuous service, was able to recall the time when the charge for one letter, to be transmitted 400 miles or more, was 25 cents, and in commutation of this service he had at different times received, as a just equivalent for the postage, either 2 bushels of oats, 5 dozen of eggs, 4 pounds of butter, 3 bushels of wheat, or 1½ pounds of common wool. It was not until 1863 that free delivery was introduced into even the largest cities of the United States. The carriers called into service at that time scarcely numbered as many hundreds as there are thousands now, and the cost of the delivery service was little more than \$300,000, as against about \$13,000,000 in 1896-97.

There are two ways of looking at the question of postal development in regard to the extension of the free-delivery system. One proceeds on the theory, sometimes advanced in the debates of Congress, that the Post-Office Department is a great business enterprise, one of the greatest in the world, conducting its operations over a larger area and expending more money than any similar organization in any one other

country. Viewed from this standpoint the Post-Office Department is required to be conducted on what are termed "strictly business principles." It is expected to keep its expenditures well within its income (even if its revenues can not be made to yield a surplus of from twelve to fifteen millions of dollars yearly, as is the case with the postal receipts of Great Britain), and to extend its operations only when it is clearly apparent that a financial gain will result from the enlargement.

Another and widely divergent view adopts the aphorism of a great European writer, that "the study of the postal service is the indirect study of civilization, and maintains that its benefits are so great that it should not be looked upon from the standpoint of a source of revenue."

A just conception of the province of postal administration may perhaps be found between these two extremes.

As against the first proposition, the facts stand out that the Post-Office Department has never been conducted on "strictly business principles," and never can be without a radical reorganization not only of this Department but of every other Executive branch of the Government. It is not practicable to strike an accurate balance of profit and loss in the postal service. The Post-Office Department is required to render services to Congress and to each of its fellow Executive Departments to the extent of millions of dollars yearly without receiving any compensation therefor, and without being enabled to make any correct computation of the extent and pecuniary value of the services thus rendered. It is ordered, by law of Congress, to carry for the benefit of private enterprises hundreds of thousands of tons of so-called "second-class mail matter" at a price five or six times below the cost of transportation and handling.

On the other hand, and still further to complicate the accounts, the Government undertakes, through another branch of the service—the Treasury Department—the task of providing the Post-Office Department with offices in which to do its business, and takes no account of either principal or interest of the millions of dollars thus expended. No great mercantile firm would do business on such a basis. The contention that the Post-Office Department, under existing laws, can under any circumstances be conducted on "strictly business principles" must therefore be abandoned.

The utmost that can be asked is that it shall render the greatest possible amount of service to the greatest possible number of people at the least possible expense.

I think the reports of rural free delivery hereto annexed will prove conclusively that this experimental service has rendered benefits far in excess of the expenditures involved, and that, under wise restrictions, it can be continued and extended with great advantage to a class of our citizens who, rightly or wrongly, deem themselves neglected in legislation—the agricultural class—and without serious detriment to the revenues.

EXPENSE IN DETAIL OF RURAL FREE DELIVERY.

The following is a tabulated statement showing the cost of the service during the fiscal year 1897, number of pieces of mail handled, etc.:

Post-office.	County.	State.	No. of carriers.	Salary per annum.	When established.	Population served.	Area in square miles.	Miles traveled by carrier per day.	Pieces of mail delivered and collected from beginning of service to July 1, 1897.	Cost of service from beginning of service to July 1, 1897.	Cost of service per annum.	Cost to deliver each piece of mail.
Allenaville.....	Todd.....	Kentucky.....	3	\$300	Jan. 11, 1897	220	24	15	10,320	\$412.50	\$900	3.90+
Atoke.....	Tipton.....	Tennessee.....	1	300	do.....	300	10	20	4,984	137.50	300	1.93+
Atunon.....	Sangamon.....	Illinois.....	3	800	Dec. 10, 1896	1,000	47	35	28,559	462.63	900	2.63+
Barnardston.....	Franklin.....	Massachusetts.....	1	800	Nov. 2, 1896	400	17	17	19,979	175.27	300	.87+
Bonner Springs.....	Wyandotte.....	Kansas.....	3	800	Oct. 26, 1896	700	38	21	22,457	498.73	900	2.22+
Brunswick.....	Cumberland.....	Maine.....	1	800	Dec. 7, 1896	250	18	13	11,694	162.64	300	1.39+
Cairo.....	Randolph.....	Missouri.....	3	800	Oct. 16, 1896	1,000	38	18	22,873	498.73	900	2.14+
Campbell.....	Santa Clara.....	California.....	3	300	Feb. 1, 1897	1,600	22	25	61,522	372.51	900	.60+
Charlestown.....	Jefferson.....	West Virginia.....	3	200	Oct. 1, 1896	600	12	18	20,919	450.00	600	2.15+
China Grove.....	Rowan.....	North Carolina.....	3	175	Oct. 23, 1896	191	40	25	10,203	247.78	350	2.42+
Clarksville.....	Johnson.....	Arkansas.....	2	288	Oct. 19, 1896	400	44	33	22,472	613.00	864	2.72+
Climax.....	Kalamazoo.....	Michigan.....	2	300	Dec. 3, 1896	750	24	28	32,391	350.54	600	1.08+
Collinsville.....	Butler.....	Ohio.....	1	800	Oct. 15, 1896	200	10	23	9,458	201.86	300	2.13+
Dartown.....	do.....	do.....	3	300	do.....	1,200	30	18	10,576	201.86	900	1.90+
Elba.....	Genesee.....	New York.....	1	300	do.....	200	12	18	55,803	635.38	300	1.13+
Farmington.....	Dakota.....	Minnesota.....	4	800	Jan. 1, 1897	396	25	37	86,567	600.00	1,200	1.61+
Gorham.....	Cumberland.....	Maine.....	1	300	Nov. 23, 1896	152	4	15	12,086	175.27	300	1.45+
Grand Isle.....	Grand Isle.....	Vermont.....	2	300	Dec. 21, 1896	600	18	84	15,130	390.00	600	1.98+
Greenfield.....	Franklin.....	Massachusetts.....	1	300	Nov. 2, 1896	500	16	20	24,956	198.73	300	1.80+
Haltown.....	Jefferson.....	West Virginia.....	1	200	Oct. 1, 1896	200	11	12	4,508	150.00	200	3.32+
Hartsville.....	Bartholomew.....	Indiana.....	1	800	Oct. 15, 1896	190	7	24	8,341	211.87	300	0.34+
Hope.....	do.....	do.....	2	300	do.....	1,500	36	26	22,857	361.86	600	1.10+
Lancaster.....	Lancaster.....	Pennsylvania.....	2	300	Dec. 21, 1896	800	85	35	32,632	312.63	600	.80+
Loveland.....	Larimer.....	Colorado.....	2	300	Nov. 10, 1896	338	36	29	40,444	337.50	600	1.83+
Morning Sun.....	Louis.....	Iowa.....	4	250	do.....	650	5	24	46,043	624.96	1,000	1.35+
Naples.....	Cumberland.....	Maine.....	1	800	Nov. 23, 1896	250	12	16	11,119	181.50	800	1.08+
New Stanton.....	Westmoreland.....	Pennsylvania.....	1	300	Nov. 24, 1896	244	5	12	8,563	175.27	300	2.04+
North Deering.....	Cumberland.....	Maine.....	1	300	Nov. 25, 1896	300	12	18	7,088	173.27	300	2.47+
North Yakima.....	Yakima.....	Washington.....	2	800	Apr. 1, 1897	1,900	10	23	22,690	130.00	600	.66+
Opelika.....	Lee.....	Alabama.....	1	300	Oct. 1, 1896	950	11	20	9,351	162.63	300	1.73+
Orange.....	Franklin.....	Massachusetts.....	1	800	Nov. 23, 1896	350	12	18	16,434	187.50	300	1.93+
Palmira.....	Fluvanna.....	Virginia.....	2	200	Oct. 22, 1896	850	25	13	10,062	266.30	400	2.64+
Quilman.....	Brooks.....	Georgia.....	1	300	Dec. 6, 1896	90	10	20	3,906	162.63	300	4.09+

Cents.

Ruffedale	Westmoreland	Pennsylvania	300	Nov. 24, 1896	260	12	18	15,414	175.27	800	1.18+
Sebago Lake	Cumberland	Maine	300	Nov. 23, 1896	248	20	25	11,156	175.27	800	1.48+
Somerville	Butler	Ohio	300	Oct. 15, 1896	175	12	33	9,183	211.86	800	2.30+
South Deerfield	Franklin	Massachusetts	300	Dec. 1, 1896	300	15	15	18,932	175.27	800	.87+
Sun Prairie	Dane	Wisconsin	300	Nov. 16, 1896	1,800	54	26	58,713	750.00	1,200	1.27+
Tecumseh	Johnson	Nebraska	300	Nov. 7, 1896	700	32	20	28,669	750.00	1,200	2.81+
Tempe	Maricopa	Arizona	300	Nov. 24, 1896	447	38	30	33,263	350.00	600	.96+
Thibodaux	Lafourche	Louisiana	300	Nov. 1, 1896	60	11	12	23,725	399.46	600	1.39+
Uvilla	Jefferson	West Virginia	200	Oct. 1, 1896	240	14	20	4,655	150.00	200	3.22+
Westminster	Carroll	Maryland	250	Oct. 15, 1896	700	16	16	24,489	707.88	1,000	2.58+
Total, 43 offices in 29 States			a 23,814		22,772	b 900	c 1,843	836,308	12,909.04	23,814	1.66+

c Average, 22.

b Average, 20.93.

a Average pay per carrier, \$233.61.

I append a statement, arranged by States, of one year's experiment in free rural delivery:

ALABAMA.

Opelika, in Lee County, was selected for the experimental test of rural free delivery in the State of Alabama, with its diversified mining, manufacturing, and agricultural interests. This is an agricultural section simply. The route chosen was from Opelika to the post-office at Map, a distance of about 10 miles and return, through a comparatively thickly settled part of the county. It has the advantage of a road which can be traveled over in the worst weather. Boxes placed at the intersection of two cross roads enable service to be extended to some distance off the main route. In this way about 115 families, or 750 persons, are served. The area covered by the route is 10 square miles. One carrier performs the service, on horseback, furnishing his own horse, and receives \$300 a year, which is the maximum compensation allowed for rural delivery service. Free delivery was commenced December, 1896. Within a very few days the residents of other sections of the same county were riding into Opelika to ask that the free delivery might be extended in their direction.

ARIZONA.

Tempe, in the center of the productive irrigated lands of the Salt River Valley, Maricopa County, Ariz., was made the test station for rural free delivery in that Territory. The chosen route extends 2 miles west of Tempe, 8 miles south and 6 miles east, taking in practically the whole country between Tempe and the Mormon settlement of Mesa. It covers 38 square miles and serves about 450 persons. Two carriers ride each 30 miles a day through farms and fruit orchards, which are described by the local land boomers as presenting a perpetual vision of beauty, where—

The balmy spirit of the western gale,
Eternal breaths on fruits untaught to fail.

Where there is a constant succession of crops, blossoms, buds, and ripening fruit appearing simultaneously on the same tree.

Some of the reports received in regard to the service in Arizona say:

The service has proved to be an absolute success in every respect. Rather than be deprived of the great benefits they have received from it, the patrons say they would willingly defray the expense themselves. The only opposition has come from the saloon keepers of Tempe, who claim that their revenues from the farming community have been affected very materially since it has been made no longer necessary for them to come to town to get their mail, a fact which is gratifying to the moral element of the community.

This short letter is an attempt to give utterance to our appreciation of the free mail delivery. There is no loss of time after the mail arrives at Tempe before it is delivered carefully and kindly. Not only the loss of time in going for the mail each day, but also the worry and anxiety are thus saved. Our only fear is that the service will be discontinued.

We are much pleased with the free delivery system. It is an improvement that could not be fully appreciated till tried.

I am more than ever proud of being an American citizen, and gratefully appreciate the benefit the farmers of Tempe are receiving from the rural delivery system. I live three and a half miles from the Tempe post-office, and have been sick for a week past, yet my mail is brought to my door every morning, except Sunday. I hope the Government is satisfied that the experiment is a grand success, for I assure you that we "hayseeds" (as we are sometimes dubbed) are more than pleased with the system. It looks as if "Uncle Sam" had at last turned his eye in our direction, and had determined to help the farmer.

Our family think the free-delivery system a great convenience. Before the present trial we got our mail once a week, and frequently matters of importance were neglected because we were unable to drive 8 miles for mail very often.

This from the Tempe Board of Trade:

We desire to place ourselves on record as considering the new departure not only an absolute success but by this time an indispensability. Formerly when we desired to send a message to the adjacent country a special messenger had to be employed, and even then he often failed to find the party at home. Now, with a daily delivery at a specified hour, we can rely on our messages being delivered without fail. Then, again, during unseasonable weather, when roads are impassable and shopping impossible, many a want becomes filled through the rural mail carrier which otherwise would have remained unsupplied, to the annoyance of the intending purchaser and the loss of the storekeeper. In fact, so indispensable have the farmers already found the innovation to be that any number of them have volunteered to the mail carrier a certain monthly sum to continue the rural delivery in case the Government should see fit to suspend it, which all sincerely hope will never occur.

ARKANSAS.

In Arkansas the headquarters of the free-delivery system were established at Clarksville, the county seat of Johnson County, among the foothills of a mountainous region. This locality was chosen as being the center of a farming population. The other two post offices in the county are located in districts where coal mining and railroad interests prevail. Spadra Township was chosen as the actual field of operations. Free delivery was inaugurated in October, 1896. The area covered is about 24 square miles. Three mounted carriers traverse this district daily and deliver mail to and collect mail from about 400 people. With one or two exceptions, the complaints in these cases appearing to be based on personal grievances, all the patrons of the three routes established express a desire that the experiment may be converted into a permanent institution.

CALIFORNIA.

The garden spot of the rural free-delivery service seems to be located at Campbell, in Santa Clara County, Cal., where a larger number of patrons are served than in any other experimental station. Campbell's preeminence in population is scarcely second to its adaptability for the purpose. It is about 5 miles south of San Jose, the capital of the county, on the line of the Southern Pacific Railway. It is described as being "in the center of a stretch of gardens, vineyards, and orchards, extending $5\frac{1}{2}$ miles north and south, and with an average width of 4 miles. Within this territory, comprising about 22 square miles, there is a population of at least 1,600 people, 99 per cent of whom are well to do, owning their own homes and possessing a high order of intelligence. Traversing this territory are 75 miles of the best roads in the State of California, well built and admirably maintained. Some idea of their excellence may be obtained from the statement that during the summer season these roads are carefully and regularly sprinkled. The roads, for the most part, are laid out with as much care and regularity as the streets of a city. The land is divided into 5, 10, and 15 acre tracts. On each of these is the residence of the owner or occupant. The houses, in almost every instance, are of a superior style of architecture. Living here are many Eastern people of wealth and refinement, who have come to California to prolong life, and they have thus improved and beautified their surroundings in order to make life worth prolonging."

In a district so composed it is natural to suppose that every resident

would be glad to avail himself of the advantage of a rural free delivery. In a preliminary canvass 1,421 names out of 1,600 were promptly enrolled. The rest were added later, with scarcely an exception.

COLORADO.

Rural free delivery was established in Larimer County, Colo., November 10, 1896, the post-office at Loveland being made the distributing point. The total area covered by the service is about 36 square miles, most of it lying along the Big Thompson River, in an agricultural country so productive that the farmers boast of raising potatoes weighing 60 pounds to the tuber. The whole district is covered with well-improved ranches. It presents the advantage of having good roads, even in bad weather, and the weather is seldom bad. This renders possible the use of vehicles for the mail delivery. The two carriers who serve the district cover each about 25 miles a day. They ride in buckboard wagons with a seat for one passenger, and do a small parcel-delivery business besides, greatly to the convenience of the neighborhood.

Some opinions of the service expressed by those who receive its benefits follow:

This removes one of the disadvantages of country life, as we can now have a daily paper. I believe if the system were continued it would induce more people to live in the country. It would also increase the circulation of newspapers and tend to educate people up to the times. Education is the foundation of our Government, and the free distribution of mail is a long step in the right direction. The expense can cut but little figure. It simply will put the money in circulation among our own people. I am a farmer, living 10 miles from Loveland, and naturally very much in favor of free delivery.

I hardly know how to express myself about the free delivery without saying too much. It will, if continued, save me several hundred miles' travel in the course of a year, besides collecting my mail daily.

This from a lady:

You wish to know how I like the free delivery. I think it a very nice thing. We can now be a little more like city folks, and have our mail fresh instead of stale. So all I can say is, keep the good work going.

It is very satisfactory to know you will get your mail every day, when there is any, without driving to town after it. Sometimes the weather is too bad to go. Sometimes you are not well enough, and sometimes too busy.

I am greatly pleased with the present system. I now get my mail fresh every day. Heretofore I would either have to send or make a special trip to town (a distance of 4 miles) to get it, and the reading matter would often get so old it would not be interesting. Now I can answer my correspondents promptly, can take a daily paper if I choose, and get the paper fresh and new every day instead of four or five in a bunch, as would often occur under the old system. Rather than have free delivery discontinued I would suggest hiring a private carrier, and would be willing to pay my part of the expense.

To me it is a great benefit. It is a boon I did not expect to enjoy for many years to come. Those who established it will be remembered for all time as the farmer's benefactors.

A daily rural postal delivery means a wider range of reading for the people who live in the country, and that (if it be the proper kind of reading) means education. A daily delivery brings the people of the country into closer touch with the people of the cities and towns. It gives the farmer daily information concerning the markets upon which he relies to sell the products of his farm. Many advantages not now apparent would accrue to the people of the country if a permanent system were established.

If those who live in the cities can appreciate free delivery, how much more can those do so who live in the country, 8 or 10 miles from a post-office? During the busy season it will certainly save a good many days' work to the farmer. I hope it may continue.

In my opinion free delivery will stop the farmer from going to town after his mail when he should be at home at work. It will help him to economize in living, to increase his business, and to advance in prosperity. I would be glad to pay an additional amount of postage for the additional transportation charges, if necessary to do so.

I have been told that you would like to hear from the people benefited by your free delivery. If you should find anybody that is dissatisfied, I wish you would send them to me. I should like to see what they look like. Wishing the experiment all the success it deserves, etc.

We have often hitherto been without mail for a week, and now that we get our mail every day we feel that we are in the world.

These letters afford a fair example of the sentiment, not only in this district but in other districts experimented upon.

Urgent representations have been made to the Department in favor of extending the system to the large agricultural district lying between Denver and Fort Collins, Colo., but the smallness of the appropriation made for experimental service does not permit of this request being granted at the present time.

GEORGIA.

After careful deliberation, Quitman, Brooks County, was designated as the experimental station for rural free delivery in the "Empire State of the South." Apparently no better choice could have been made. The officers who inaugurated the service, on the 8th of December, 1896, speak of the climate as being at that season of the year "as balmy as that of Florida; the roads good all the year round, particularly level, and comparatively dry, even after the heaviest rains." In this section, so pleasantly circumstanced, a thrifty, industrious, and prosperous farming community is located. The extent of territory covered by the delivery is about 10 square miles. It is $9\frac{1}{2}$ miles long by 3 miles wide, traversed by a main road running due east from Quitman, the distributing point, and intersected by cross roads, at each of which the farmers have erected boxes for the reception and delivery of mail. The local post-office officials being enthusiastically in favor of free rural delivery—a condition not always prevailing—its exemplification in Brooks County, Ga., could hardly be otherwise than successful. It has proved so, as far as public appreciation is concerned. The cost of the experiment, when divided among the pieces of mail collected and delivered, has been somewhat above the average, but the percentage is decreasing with the enlarging capacities of the service.

ILLINOIS.

Rural free delivery was established in President Lincoln's county, Sangamon, Ill., December 10, 1896. The territory covered comprises about 47 square miles, with Auburn post-office as its center. Three carriers, traveling on horseback nearly 35 miles each a day, make the deliveries and collections. The winter storms still make the roads almost as difficult of transit as when Abraham Lincoln "rode the circuit," and the free delivery has not been accomplished without difficulty and occasional delay. Nevertheless, the farmers are well pleased with the experiment, and have cooperated with the post-office authorities by erecting boxes at the roadside for the delivery of their mail. Many of them have had their addresses changed from neighboring post-offices so as to get their mail more promptly along the line of the free-delivery carriers' routes.

INDIANA.

Some preliminary difficulties were encountered in the establishment of rural free delivery in Indiana, which are explained by a statement that those into whose hands the service at first fell "did not appreciate the importance of thorough work in order that the merits of rural free delivery might be fully determined."

After suitable changes had been made, so as to insure loyal and effective cooperation on the part of all concerned, the service became appreciated at its proper value. Two deliveries were established in Bartholomew County, starting from Hope and Hartsville, respectively. The two carriers appointed, each using a horse and buggy for his purposes, are engaged about six hours daily in covering each route. This in moderately fair weather. In wet weather, and on days when the amount of delivery is increased by the issues of the weekly newspapers, longer time is consumed. The rural mail carriers' routes in these districts unavoidably conflict with the deliveries of two or more fourth-class post-offices, and some embarrassment has been experienced on this account. This in part explains the fact that the pro rata cost of the service in Indiana is so high. With a concentration of the service such as would result from the discontinuance of offices which would become unnecessary were the rural free delivery made permanent, more satisfactory pecuniary results would be obtainable.

IOWA.

A preliminary free-delivery route was started in Iowa November 16, 1896, from Morning Sun, in Louisa County, northwest Iowa. Morning Sun is a village of about 1,000 inhabitants, surrounded by an average thrifty farming community. The territory served extends 5 miles north, $3\frac{1}{2}$ miles east and south, and 4 miles west, over roads which are exceedingly heavy in wet weather. Four carriers are employed, each traveling an average of 23 miles a day, occupying from five to six hours. The entire territory covered is about 20 square miles. A number of the farmhouses in this part of the State are from a quarter to half a mile from the public highway. In order to make the experiment a success, it was therefore necessary to enlist the active aid of the farmers in erecting boxes by the roadside. This they have done, and express themselves much gratified with the service.

An additional rural route was established at New Providence, Hardin County, in the central portion of the State, September, 1897.

KANSAS.

The rural free-delivery experiment in Kansas has been confined to Wyandotte County, a somewhat rough and broken section of country lying along the banks of the Missouri River and bounded on the south by the Kansas River. The eastern part of the township is described, with some hyperbole, as being "so hilly that an ordinary 40-acre farm presents a cultivable area of 160 acres, because all sides of it are in the air." To the north, rolling prairies render travel less difficult. Service was commenced in this district October 6, 1896. The territory embraced in the experiment contains about 36 square miles, and is covered by three carriers, each of whom rides about 27 miles daily.

Bonner Springs post-office, Delaware Township, is the distributing

point. In order to obtain the advantages of free delivery, a number of families hitherto receiving their mails at the post-offices of Edwardsville, Piper, and Horanif have changed their address to Bonner Springs. It has been found practicable to discontinue one small post-office and star route because of the establishment of the new service. Here, as elsewhere, the farmers express themselves so well pleased with the change that, rather than have it discontinued, they would be willing to pay the carriers themselves. One solitary dissentient, an aged farmer living in the neighborhood of Enmet, is quoted as having expressed himself as follows in regard to the service:

I don't see no partic'lar advantage in it. I can go to town often enough to get all the papers I've got time to read. There ain't no call for the Guv'ment to go to any such trouble for us farmers. It's gittin' too darned plutocratic anyway. Fust thing you know the Guv'ment will be wantin' us to wear cyarpet slippers an' smoke seggys, an' then what in thunder's goin' to become of the farm work? We'll all be gettin' like them lazy town folks an' won't stir out of the house to do a chore till we get our mornin' paper to read. An' do you think I'm goin' to drop my letters in a box out here for any one to come along an' get? How'm I goin' to know they'll ever git to the post-office, or that some'n won't come along an' take the stamps off'n 'em? No, siree, Harry, the old way's good enough for me, as long as I'm a plain farmer.

His sentiments, however, are not shared by the rest of the community.

KENTUCKY.

Todd County, Ky., having been chosen for the experimental rural-free-delivery station in that State, some difficulty was experienced in arranging a suitable district, for the reason that the county is not divided into townships, has no county map, and no turnpikes. An area of 6 miles square, adjacent to the post-office of Allensville, was laid out, and free delivery by means of three carriers, riding each 15 miles a day, was started January 11, 1897.

LOUISIANA.

Experimental rural free delivery was inaugurated November 1, 1896, in the sugar belt of Louisiana, at Thibodeaux, in the parish (or county) of Lafourche. The outlay involved in the experiment was \$600 per annum, for the pay of two carriers, which expenditure, the officers who installed the service pointed out, could be immediately offset by the discontinuance of two fourth-class post-offices and a star route lying in the direct line of the free delivery, and which received from the Government a total compensation of exactly the same amount as the free delivery would cost if made permanent. The conditions in this Louisiana district are favorable to the continuance of the service. The delivery districts extend over the northwestern part of the parish, between the town of Thibodeaux and the dividing line of Assumption Parish, along each bank of Bayou Lafourche, which is a navigable stream. Sugar plantations, refineries, sugar houses, the residences of planters and their employees, and plantation stores line each bank of the bayou, which thus practically forms a street 7 miles long. And inasmuch as the prevailing custom of the planters and others living far back in the interior is to have their mail addressed to the care of some friend living on the bayou front, it can be readily seen that the Lafourche country presents facilities for a successful and self-supporting administration of the rural free-delivery system.

MAINE.

Five free-delivery routes have been in operation in Cumberland County, Maine, four since November and one since December, 1896. Immediately after the establishment of these routes a numerously signed petition from residents of the same county not included in the service was presented to the Department asking that like benefits be extended to them. Cumberland County is situated in the southernmost part of the State, and extends from the coast to the New Hampshire line. Outside of the city of Portland the industries of Cumberland County are almost exclusively agricultural, with numerous towns and villages scattered over the country. In each instance, as in the case of four similar routes established in Franklin County, Mass., the free delivery begins one mile from the postal town, and is extended only to those who can be classed as rural residents. The carriers travel from 12 to 25 miles a day each.

Brunswick, Gorham, Naples, North Deering, and Sebago Lake are the distributing points. The route from Sebago Lake traverses a rough and broken country. Nevertheless the youthful mail carrier manages to make his 12 or 14 miles a day on his wheel with regularity and promptitude. The four other carriers use horses. Some portions of the territory served are 14 miles or more from a railroad, and the residents of those sections keenly appreciate the unaccustomed facilities for communication which free delivery has opened up to them and afford every facility to the carriers. On the Gorham route many persons have erected neat letter boxes, bearing on the inside cover the names of those for whose mail they are intended, and on the outside there is a contrivance for hoisting a small American flag, as a signal to the carrier that there is mail within the box to be collected.

Of the service as a whole in Maine and Massachusetts reports received by the Department say:

After a careful study of each of these experiments I am of the opinion that the system is highly expedient, very practicable, and exceedingly convenient for a much overlooked element in our civilization—the farmer.

That the system meets with uniform public approval cannot be doubted. The people served are unanimous in their indorsement of the scheme, and are looking forward with fond hopes to its permanent establishment. Moreover, the press of New England has treated of the subject rather freely and no sign of disapproval has yet been noticed.

MARYLAND.

Rural free delivery was established in Westminster, Carroll County, Md., in October, 1896, four routes being laid out, with carriers covering about 17 miles of territory daily. The country traversed is hilly, but with good stone roads. It is largely devoted to dairy farming, and this fact somewhat interferes with the extent to which the service is taken advantage of, for the reason that as the mail train arrives at 5.30 a. m. and the milk train leaves at 6 a. m. the farmers who drive to the depot with their milk cans find it comparatively easy to call for and carry back their mail. Nevertheless the service is much appreciated, and its continuance is so much desired that many of those who receive its benefits express a willingness to defray their proportion of the cost.

MASSACHUSETTS.

Experimental free rural delivery was established over four routes in Franklin County, Mass., in November, 1896. This county is located in the north central portion of the State. It is settled by an indus-

trious, intelligent population, almost exclusively farmers and fruit growers, who send and receive large quantities of mail. Greenfield is the county seat, and it has hitherto supplied the residents with their mail for a radius of 7 miles, most of them having boxes at the post-office and sending or calling for their letters. In the summer there is quite an appreciable increase in the population from transient boarders. A free-delivery route has been established, commencing about half a mile from the limits of the local delivery and taking in nearly all the rural residents north of Greenfield to within a short distance of another rural delivery which is supplied from the Bernardston post-office, an area of 16 square miles, involving about 20 miles of travel. The second route starts from Bernardston and runs directly north to the Vermont line, supplying the residences over 17 miles of road. The residents of this section, about 400 in number, have hitherto been dependent upon friends and neighbors visiting Bernardston to bring them their mail. Others in this immediate neighborhood have for some time operated a delivery service of their own. Taking advantage of the fact that a mail messenger passes daily from Bardswell Ferry to Shelburne and East Shelburne, 48 families living on the line of his route have put up mail boxes on their houses and pay the messenger \$2 a year for each family to collect and deliver their letters, etc., thus indicating how much of a necessity rural delivery is felt to be by this intelligent community.

A third experimental rural delivery has been established in the town of Deerfield. It starts from the South Deerfield post-office and delivers to the scattered residences on the east side of the mountain to within a short distance of the East Deerfield post-office, and, returning, delivers on the west side of the mountain, thus taking in nearly all the rural homes. The fourth delivery starts from the Orange post-office and covers nearly all the farmers on the route, 18 miles in extent.

MICHIGAN.

Rural free delivery was started at Climax, Kalamazoo County, Mich., December, 1896. Two routes were laid out, one extending south and east from Climax, the other north and west; each traversing a well-settled farming country. The south route measures about 22 miles and runs through a level country, where the roads are generally good, except in the spring. The north route measures about 18 miles, has several heavy hills, and the cross roads fill with snow in the winter.

The reports indicate a deep interest in the service on the part of the farmers, a steady increase in the number of pieces of mail handled, and good service rendered.

MINNESOTA.

Four carriers, driving 24 miles a day each, serve a territory of nearly 48 square miles in Dakota County, Minn., starting their experimental free delivery from the post-office at Farmington. This is a village of about 700 people, surrounded by a rich farming country. The roads are quite regular and good, even in bad weather, except in the northern part of the county. The number of pieces of mail collected and delivered has been quite large, and the service is stated to have given extreme satisfaction.

MISSOURI.

In October, 1896, three free-delivery mail-carrier routes were established from Cairo post-office, Randolph County, Mo. Cairo is a village of 200 inhabitants, and the township over which the experiment has

been tried, and of which Cairo is the only post office, covers an area of 36 square miles and has a population of about 120 families. The carriers ride over about 28 miles of ground daily. Before the service was established quite a number of the residents of Cairo Township received their mail at Moberly post-office, but on the prospect of obtaining free delivery they all changed their addresses to Cairo. Some difficulties and discouragements, incidental to the initiation of a new service, were encountered at first, but were overcome as the experiment progressed. The service is now highly appreciated and successful.

NEBRASKA.

Nemaha Township, Johnson County, Nebr., in which rural free delivery was inaugurated on the 7th of November, 1896, is one of the most populous rural districts of that great agricultural State. Each of the four carriers, who, starting from Tecumseh post-office, make their daily trips of 20 miles or more, supplies about 60 families. The territory embraced in the delivery contains 32 square miles. Only favorable reports are received of the service and of the cooperation of the farmers in making it a success.

NEW YORK.

In regard to the service established in Elba, Genesee County, N. Y., the officer who designated the routes and put the service in operation reports:

In making the test of the free-delivery service, I have selected a town in which the conditions are such as are ordinarily to be found in the average farming community of New York State. It has been my aim to determine whether there was a demand for free delivery by rural inhabitants, whether rural free delivery was feasible, and what would be the probable expense in the State if it were established.

The inhabitants of the town of Elba are engaged almost exclusively in the pursuits of agriculture. The majority of the people own the farms upon which they live, are well to do, and intelligent. The service was established on October 15, 1896, and is now working satisfactorily. It is highly appreciated by all, and more especially by those residing at a distance from the post-office, who have heretofore received their mail at irregular intervals.

Owing to the free delivery a large number have subscribed for daily papers. Others, who reside in adjacent towns, but whose homes are situated on the highways which form the boundaries of the town of Elba, are now having their mail directed to the offices within the limits of the free delivery in order that they may share its benefits.

The physical conditions of the territory selected for the test in this State are very favorable, the surface being comparatively level. The town of Elba is 6 miles square, and contains about 80 miles of highways, the greater portion turnpiked. With the exception of a few weeks in winter and early spring, when many of the crossroads are usually impassable, the residents can be reached and their mail delivered. The town is covered by three carriers, who make one delivery and one collection daily. To do this each carrier is required to travel about 25 miles.

It is my opinion that, with the possible exception of portions of a few counties where the topographical conditions, coupled with the sparsity of population, are such as not to warrant the expense necessarily incidental to its establishment, rural free delivery is entirely feasible in this State.

The total cost of free delivery in the town of Elba is \$900 per annum, three carriers being employed at an annual compensation of \$300 each. Out of a total of 942 towns in the State, rural free delivery could be successfully established in at least 850. The remaining 92 towns are located principally in the Adirondacks and the Catskill Mountains, where, owing to limited facilities for transportation and the sparsity of settlement outside the villages, free delivery would be impracticable.

Genesee County embraces 13 towns and contains 39 post-offices. Eighteen of these offices might be discontinued without the slightest detriment to the service if free rural delivery were established. The total cancellations of these offices (which

form the basis of compensation) in 1896 amounted to \$2,210. Were these offices discontinued, a portion of these cancellations would go to Presidential offices and be a clear gain to the Department. The balance would go to offices of the fourth class, where the salaries of postmasters are determined by the amounts canceled. I am satisfied, from a close study of this matter, that 75 per cent, or \$1,657, of these cancellations would be saved to the Government.

With the doing away of these eighteen offices seven star routes in this county might also be dispensed with, at an annual saving of \$963, making a total net saving of \$2,620.

If the same plan were applied to the 850 rural districts in the State where rural free-delivery service is deemed practicable, the net results would be:

Gross estimated cost of free rural delivery for 850 towns.....	\$765,000.00
Less saving in cancellations.....	\$108,375.00
Less saving in star routes.....	62,993.50
Total saved.....	171,368.50
Leaving the estimated cost of rural free delivery for the entire State.	593,631.50

In an additional report of the results of rural free delivery in Genesee County it is stated that one carrier delivers nearly 150 daily newspapers where previously scarcely any daily newspapers were received.

NORTH CAROLINA.

The test of free rural delivery in North Carolina was commenced October, 1896, in the face of many obstacles. All the physical conditions were favorable, but the experiment was at first handicapped by what appeared to be a deliberate effort on the part of local officials to make it a failure. A change in the office of postmaster became necessary before any satisfactory results could be achieved.

China Grove, in the center of China Grove Township, Rowan County, was selected as the most suitable testing ground. The main line of the Southern Railway passes the town, delivering mails at an hour which renders possible the dispatching of carriers in the forenoon. Two carriers have been appointed, each traveling over 24 miles of rough clay roads daily, visiting nearly 40 boxes each, and delivering and collecting mail from some portion of between five and six hundred people. The district is not thickly settled and the community is not excessively addicted to letter writing. Nevertheless, after the service had been reorganized in November, 1896, the number of pieces of mail matter handled perceptibly increased, and the friendly interest of the people in the service became manifest.

OHIO.

Milford Township, in the northern part of Butler County, 4½ miles from Hamilton, the county seat, was chosen as the field for experimental rural delivery in Ohio. It has a population of 1,800, of whom 1,150 fall within the free-delivery jurisdiction. There are three post offices in the township—Collinsville, with a population of 150; Somerville, with a population of 400, and Darrrtown, with a population of 100. Collinsville and Somerville are on the Richmond branch of the Pennsylvania Railroad; Darrrtown is on a star route. From these three points a carrier service has been established, the district assigned to each carrier comprising about 12 square miles, the dividing lines running from east to west. All reports received indicate that the service is properly performed and that its benefits are highly valued.

PENNSYLVANIA.

The counties of Lancaster and Westmoreland were selected for rural free delivery in Pennsylvania. Widely different conditions prevail in the two counties. The routes in Lancaster County run through a rich farming country, with an intelligent population, largely of German descent, and with good roads. In Westmoreland County the conditions are hard; the rural population is scattered, the country is very rough, and the roads are bad.

The two routes started in Lancaster County begin at Lancaster City and include the territory embraced within the service of six minor post towns. Lancaster County is rich in post-offices, there being nearly 150 fourth-class offices within its limits, a large proportion of which, together with several star routes, might be dispensed with if free delivery in a permanent form were extended over the whole county. The area covered by the present routes is about 30 square miles, with from 16 to 20 miles of daily travel for each carrier. One route extends from Lancaster to Kready, Mountville, Windom, and back to Lancaster; the other to Bausman, Millersville, Letort, and back to Lancaster. The service was popular from the start and soon resulted in a large increase in the number of letters and newspapers carried.

Two starting points were established in Westmoreland County, one at Ruffsedale, the other at New Stanton. The Ruffsedale carrier includes within his delivery the offices at Mendon, Walts Mill, and Hunkers. The New Stanton carrier's route takes in the offices of Cribbs, Target, Darragh, and Madison. Within a very short time after the establishment of the service the number of pieces of mail carried doubled.

TENNESSEE.

The test of rural free delivery is located at Atoka, Tipton County, in the southwestern part of Tennessee, in what is known as the cotton belt. The service is in good condition, and the patrons are well pleased with it. The population is largely composed of negroes, and the amount of mail handled is not large, but has increased to some extent since the service was established. The carriers' routes have been recently extended 4 miles, thus adding several families to the list of patrons. The same sentiment prevails in this territory as elsewhere among the patrons, namely, that they would willingly submit to an increase of postage rates if that would assure them a continuance of the service.

VERMONT.

Free rural delivery was established in Vermont December, 1896, under rather novel conditions, in the township of Grand Isle, embracing a good share of one of the large islands of Lake Champlain. It has a population of about 800, covers an area of about 25 square miles, and is noted for the abundance of its agricultural products. Two carrier routes take in the entire township and render possible the discontinuance of the post-offices at Adams and Pearl and the star-route service between Adams and Grand Isle, thus materially lessening the cost of the delivery. The service appears to give great satisfaction to the community served, but has elicited some protests against the abolition of the unnecessary post-offices and star route.

VIRGINIA.

The two routes starting from Palmyra, Fluvanna County, Va., do not transact as much business as other free rural deliveries. The country is thinly settled; many of the residents are colored people, not much given to either reading or writing, and the roads are scarce and bad. In covering their routes the carriers have to take their horses through fields and over farms. But the people, those at least who take advantage of the service, are grateful for it and desire its continuance.

WASHINGTON.

North Yakima, Wash., where one of the latest experimental services was established April, 1897, is a town of comparatively recent growth, which owes its origin to the development of the irrigation system in that State. The vicinity consists of clusters of settlements, the land being divided into small holdings of from 10 to 40 acres, and being devoted to the culture of fruit and hops. There are two routes in operation, each about 25 miles long, covering an area of about 10 square miles and serving about 800 people.

A report received as to the service in this district gives a somewhat picturesque idea of the rural service generally. It says, in substance:

Nearly everybody within the district has his mail delivered. Some receptacle is fastened in a convenient place so that the carriers can drop their mail without getting out of their carts. Whenever a farmer has mail in his box which he wishes collected he displays a small white flag. This enables the carrier to drive on without stopping when there is no mail to leave or take, and as each carrier has with him a field glass he is thus often enabled to save himself a trip of a quarter of a mile up a lane and back. The "boxes" are of sundry shapes, sizes, and colors. One man has a lard pail hung out on a fence post; three or four have nailed up empty coal oil cans, and a few have utilized sirup cans. These make very secure receptacles when placed on the side with the upper half of one end cut out. Old apple boxes, soap boxes, cigar boxes, and in one instance a wagon box, adorn the entrance to farms all over the valley. One man has put up a small English tin traveling trunk. Some of the specially constructed boxes have glass fronts and a locked compartment for letters, and many of them are neatly painted, and have the names of the persons for whom they are intended displayed upon them.

Notwithstanding the fact that the community of North Yakima has suffered severely from hard times during the last two years, and that it has not hitherto been in the habit of sending or receiving much mail matter, the service there is recognized as a growing necessity.

WISCONSIN.

Sun Prairie, Dane County, Wis., has four rural carriers delivering mail over 56 square miles of territory—an area about equal to two ordinary townships—well settled and devoted to farming. Each carrier rides from 23 to 30 miles daily. The roads are regular, but heavy in winter. After testing the experiment a month, the farmers served announced themselves so satisfied with the facilities afforded that they would arrange to carry on a similar service for themselves, should the Department find it necessary to discontinue it. One post office and one star route could be dispensed with should the free delivery be made permanent.

WEST VIRGINIA.

Three rural delivery districts have been in operation in West Virginia since October, 1896, branching out from Charlestown, Uvilla, and Halltown, and extending over a section of agricultural country lying

between the Blue Ridge and Alleghany mountains. Three carriers go out from Charleston; one each from the other stations. All of them have to cross farms in their routes, but meet with every facility from the community served. The service is regarded with much favor.

DIVISION OF POST-OFFICE SUPPLIES.

The duties assigned to this division are, in the main, as follows: To prepare specifications and advertisements for contracts for supplies, and, when contracts have been ordered by the Postmaster-General, to prepare them for execution; to order and receive from contractors the articles, except blanks, required to be furnished to post-offices and the Department, and to inspect the same upon their receipt; also, to purchase in open market any articles required, when the exigency of the service so demands; to prepare and record all requisitions upon the Public Printer for blanks and books required in the postal service, and to inspect such blanks and books upon their receipt; to examine all requisitions of postmasters and departmental officers for supplies, and make proper allowances thereon, and to issue, pack, and transmit the same; to keep book accounts with the several contractors, postmasters, and others, and to keep record of all expenditures under the several appropriations allotted to this division.

The following tabular statements show in detail the work done, the amounts expended under the several appropriations by this division during the fiscal year, and the estimates of appropriations for the fiscal year ending June 30, 1898:

TABLE I.—Statement showing the number of requisitions filled and filed for the various classes of articles furnished.

	Six months ended—		Total, fiscal year ended June 30, 1897.
	Dec. 31, 1896.	June 30, 1897.	
Wrapping paper and twine.....	19,060	19,770	38,830
Scales.....	2,101	8,053	5,154
Blanks and books.....	110,111	173,956	284,067
Stamps, canceling ink, stamping pads, and steel type.....	10,512	31,612	42,154
Stationery.....	1,994	2,053	4,047
Total.....	143,778	230,474	374,252

TABLE II.—Statement showing the number of packages, sacks, and cases, both ordinary and registered, sent out.

	Six months ended—		Total, fiscal year ended June 30, 1897.
	Dec. 31, 1896.	June 30, 1897.	
From stationery room:			
Packages.....	1,144	1,465	2,609
Sacks.....	690	716	1,406
Cases.....	2,882	2,364	5,246
From blank room:			
Packages.....	129,325	151,682	281,005
Sacks.....	4,598	4,872	9,470
From paper and twine room:			
Burlaps of twine.....	2,496	2,624	5,120
Sacks of twine.....	12,974	13,115	26,089
Sacks of paper.....	8,044	9,013	17,057
Sacks of blanks.....	1,564	1,400	2,964
Cases (scales).....	2,482	8,228	5,710
Packages, registered.....	837	1,369	2,306

TABLE III.—Statement showing quantity of principal articles furnished.

	Six months ended—		Total, fiscal year ended June 30, 1897.
	Dec. 31, 1896.	June 30, 1897.	
Blanks.....	33,788,516	57,687,059	91,475,575
Facing slips.....	204,173,520	339,206,600	543,380,120
Books.....	143,395	138,416	281,811
Letter heads and follow sheets.....	1,543,200	1,636,800	3,180,000
Marking, rating, and canceling stamps.....	6,072	22,467	28,539
Jute twine..... pounds	664,142	670,720	1,334,862
Cotton twine..... do	497	310	807
Hemp twine..... do	2,726	3,014	5,740
Flax twine..... do	1,864	1,656	3,520
Letter balances and scales.....	2,482	3,328	5,810
Wrapping paper..... reams	17,431	23,442	40,873
Canceling ink..... pounds	12,812	16,372	29,184
Inking pads.....	12,701	19,070	31,771
Envelopes.....	254,750	1,088,350	1,343,100
Card blotters..... sheets	114,415	151,051	265,466
Cardboard..... do	10,377	26,527	36,904
Scratch blocks.....	24,386	24,764	59,150
Examination cards.....	472,000	662,000	1,124,000
Rubber bands..... pounds	5,390	6,515	11,905
Rubber bands..... gross	1,984	2,248	4,232
Rubber erasers.....	3,580	4,606	8,186
Pens..... gross	5,916	7,789	13,705
Penholders.....	56,825	68,874	125,699
Lead pencils.....	107,005	142,564	249,569
Writing ink..... bottles	14,079	6,548	20,625
Mucilage..... do	7,550	3,928	11,478
Mucilage and inkstands.....	6,050	5,953	12,008
Sponge cups and paper weights.....	2,508	2,437	4,945
Steel erasers and envelope knives.....	3,614	4,315	7,929
Shears.....	1,417	1,605	3,022
Rulers and folders.....	1,013	1,002	2,015
Carbon and semicarbon paper sheets.....	66,903	105,665	172,568
Rubber stamps.....	3,140	4,128	7,277
Rubber stamping pads.....	2,362	2,915	5,277
Press copy books.....	831	1,177	2,008
Copying and blotting pads.....	1,966	2,574	4,540
Thumb tacks.....	13,104	24,036	37,140
Pen racks, clip and letter files.....	1,760	1,583	3,343
Sealing wax..... pounds	4,370	7,051	11,421
Paper fasteners.....	91,100	114,500	205,600
Pins..... pyramids	2,503	2,881	5,384
Pins..... pounds	465	518	1,013
Sponge..... do	153	177	330
Besides the above there have been received and disposed of during the same period the following:			
Packages from the Government Printing Office.....	38,928	45,882	83,810

TABLE IV.—Statement showing the more important items of clerical labor performed.

	Six months ended—		Total, fiscal year ended June 30, 1897.
	Dec. 31, 1896.	June 30, 1897.	
Entries:			
Wrapping paper and twine.....	19,060	19,770	38,830
Stamps.....	5,040	22,39	28,479
Scales.....	2,191	3,053	5,244
Ink and pads.....	14,553	27,213	41,766
Ledgers.....	1,904	2,053	4,047
Itemized accounts.....	8,973	9,238	17,211
Public Printer's accounts.....	8,250	10,205	18,455
Itemized:			
Accounts for first and second class offices.....	941	.....	941
Inspectors' reports.....	237	358	595
Orders on contractors.....	346	442	788
Labels and tags written.....	178,692	241,350	420,042
Circular letters sent.....	1,868	1,462	3,330
Letters written.....	2,837	3,108	5,965
Receipts written.....	6,016	5,725	11,771
Memorandum bills filed.....	558	956	1,514
Duplicate bills passed.....	279	478	757
Advance exigency allowances to postmasters.....	381	701	1,082
Books of record and press copy books.....	54	.....	54

TABLE V.—*Statement showing appropriations, expenditures, and balance unexpended for the fiscal year ended June 30, 1897.*

	Appropriations.	Expenditures.	Balance unexpended June 30, 1897.
Stationery, Post-Office Department.....	\$8,000	\$7,003.71	\$996.29
Stationery in post-offices.....	50,000	49,996.32	3.68
Marking and rating stamps, etc.....	30,000	29,994.47	5.53
Letter balances and scales.....	10,000	6,607.65	3,392.35
Wrapping paper.....	50,000	49,910.10	60.00
Wrapping twine.....	80,000	79,998.86	1.14
Packing boxes, sawdust, paste, etc.....	1,500	753.05	746.95
Printing facing slips.....	15,000	14,765.63	234.37
Printing and binding.....	195,000	176,682.86	18,317.14

STATIONERY, POST-OFFICE DEPARTMENT.

For stationery and free penalty envelopes \$8,000 was appropriated. The amount expended was \$7,003.71, leaving a balance of \$996.29. The amount appropriated for the present fiscal year is \$7,500, and it is estimated that \$7,000 will be sufficient for the next fiscal year. I therefore recommend an appropriation of that amount.

LETTER BALANCES AND SCALES.

Table V shows that out of an appropriation of \$10,000 there was expended the sum of \$6,607.65, leaving a balance of \$3,392.35. I have continued the system inaugurated of requiring postmasters, when making requisitions for new scales, to return the old or broken ones for repair and reissue. This has resulted each year in a saving, and enables me to reduce the estimate for the scales appropriation for fiscal year ending June 30, 1899. The number of scales repaired and reissued during the past fiscal year was as follows: Eight-ounce, 1,134; 4-pound, 15; the value of which, as per contract price, shows an actual saving of \$1,495.05. There are a number of old and broken scales now on hand in the supply division which during the present fiscal year will be repaired. I therefore recommend that \$7,500 be appropriated for fiscal year ending June 30, 1899.

WRAPPING PAPER.

The appropriation for wrapping paper was \$50,000, of which \$49,940 was expended, leaving a balance of \$60. The quantity of paper required for the year was 40,873 reams.

The Department has for the past two years succeeded in making contracts for this paper at reduced prices, and should so continue for the next fiscal year. For that reason I believe the present amount of the appropriation can be reduced. I therefore recommend that \$45,000 be appropriated for fiscal year ending June 30, 1899.

TWINE.

From the \$80,000 appropriated for twine there was expended the sum of \$79,998.86 (see Table V), leaving a balance of \$1.14.

I have required of postal employees a more economical use of twine, and have been more prudent in its issuance; but owing to an increased and what seems to be a justified demand for this article it is deemed advisable to ask for the next fiscal year an increased amount. The

records show that 25,663 pounds more were used during the fiscal year ended June 30, 1897, than during the previous fiscal year. During the last fiscal year and for the past two years it was found necessary to practically expend the total amount appropriated. The Department has made advantageous contracts for twine, but it is not safe to anticipate a reduction in price from the present figures.

In view of these facts and the importance of this article in conducting the service, I feel justified in recommending that the appropriation be increased to \$90,000 for the fiscal year ending June 30, 1899.

PACKING-BOXES, SAWDUST, PASTE, AND HARDWARE.

The appropriation for packing boxes, sawdust, paste, and hardware was \$1,500, out of which there was expended the sum of \$753.05, leaving a balance of \$746.95.

It is estimated that the sum of \$1,000 will be sufficient for the purchase of these items during the fiscal year ending June 30, 1899.

FACING SLIPS, CARD SLIDE LABELS, BLANKS, BOOKS, ETC.

The amount appropriated for the above-named articles was \$15,000, out of which \$14,765.63 was expended, leaving a balance of \$234.37. During the year 227,951,000 facing slips were furnished first and second class offices. Facing slips are used in forwarding packages of letters to post-offices and to railway post-offices.

This appropriation includes the purchase of "blanks and books of urgent nature." Under this clause many requisitions for books and blanks required for immediate use were filled without delay and at the lowest possible cost, as all work of this character is submitted to competition, resulting in a vast saving to the Department.

The articles purchased under this appropriation are furnished principally to offices of the first and second classes, the number of which annually increases. Hence there is a corresponding increase in the demand for blanks and books of urgent nature, and for printed facing slips, of which it is estimated that 300,000,000 will be required during the ensuing fiscal year. The appropriation for the fiscal year ending June 30, 1898, is \$20,000, all of which, it is estimated, will be consumed. It is therefore my opinion that in order to supply the actual needs of the service for these items during the fiscal year ending June 30, 1899, the sum of \$20,000 should be appropriated, and I so recommend.

PRINTING AND BINDING.

The appropriation for printing and binding for the fiscal year ended June 30, 1897, was \$195,000. There were placed with the Public Printer 3,691 requisitions, calling for 89,968,855 blanks, books, etc., at an estimated cost of \$179,177.29, as per estimated bills submitted by the Public Printer, leaving apparently an unexpended balance of \$15,822.71. One hundred and fifty-three requisitions, amounting to \$10,538, in addition to the number shown above, were made upon the Public Printer before the expiration of the fiscal year, but were unfinished and carried to the appropriation of the fiscal year ending June 30, 1897. The amount of bills rendered by the Public Printer amounted to \$176,682.86, showing that about 91 per cent of the total appropriation was required to meet the demands of the service.

STATIONERY IN POST-OFFICES.

The amount of the appropriation for stationery in post-offices was \$50,000, of which was expended \$49,996.32, leaving an unexpended balance of \$3.68. In addition to the first and second class offices, stationery is supplied to the eleven division superintendents of the Railway Mail Service, the twelve post office inspectors in charge, and the stamp and postal-card agencies. The number of offices to be supplied increases yearly, and necessarily the demands upon the appropriation increase accordingly. In view of these circumstances, it is not deemed advisable to decrease the amount of this appropriation. I estimate that the sum of \$55,000, the amount appropriated for the present fiscal year, will be required for the fiscal year ending June 30, 1899.

STAMPS, INK, AND PADS.

The appropriation for stamps, inks, and pads was \$30,000. There was expended the sum of \$29,994.47, leaving a balance of \$5.53.

POSTMARKING.

Soon after assuming the duties of my office, my attention was called to the unsatisfactory result of postmarking and backstamping in the various offices throughout the country. Legible postmarking is of the greatest importance to the public as evidence before the courts, in business transactions conducted through the mails, and in fixing the responsibility where mail has been improperly handled by postal officials. An investigation was ordered, and it developed such a reprehensible condition of affairs that I feel warranted in reviewing the subject at some length.

For years the attention of postmasters has been frequently called to the importance of legible postmarking, through publications in the official Postal Guide. Such treatment having clearly failed to accomplish the desired result, it became necessary to adopt a more practical method. Cards calling for specific information in relation to postmarking outfits, together with the impressions of postmarking and receiving stamps, were sent to the various third and fourth class offices. These were filled by postmasters and returned. A preliminary examination of these reports showed such a large number of offices to have worn-out or incomplete stamping outfits that little could be done to improve the postmarking until the necessary articles were supplied. I therefore established a temporary division, consisting of clerks from this Department and a special detail of five railway postal clerks, who were specially familiar with postmarking stamps. This division began about April 15 to review the reports and send out the supplies which appeared to be required.

The following summary shows the condition of the service as developed by the reports examined:

	Number.
Card reports received.....	69,500
Offices requiring new sets (boxes) of type.....	607
Offices requiring single type.....	19,273
Offices requiring canceling ink.....	3,150
Offices requiring inking pads.....	4,067
Offices requiring postmarking and receiving stamps.....	21,190
Offices with postmark illegible.....	14,996
Offices with postmark legible, but poor.....	19,307
Offices with postmark legible, but outfit incomplete.....	9,924
Offices with postmark legible and outfit complete.....	24,730
Offices giving impression of rubber stamps on reports.....	533

Most of the 19,273 single-year type required were for the current year. In this connection, it may be stated that over 35,000 type for 1897 (year block) have been sent to postmasters since January 1, at which time they should have been in use. After the beginning of the new year many of these postmasters continued to use the year type for previous years and others used none.

Many postmasters cleaned their stamping outfits for the purpose of making good impressions on the card reports, so that the foregoing summary presents under most favorable circumstances the service as it existed. It was deplorable, a shame upon the public service.

The blanks called for impressions of metal stamps, so that a very small number of the impressions of the rubber stamps, actually in use, appeared on the cards.

The reports showed that many of the offices had used no year dates in their stamps for from one to ten years, and others had failed to use type for days, months, and years. Many of the very small offices had discarded the stamp entirely, and had been using pen and ink for postmarking. A large number were using rubber stamps, with aniline ink, in open violation of the postal laws and regulations, and about one-fifth of the offices had apparently ceased all effort at legible postmarking, the impressions of their stamps upon mail matter being nothing more than a daub of ink.

In view of the foregoing I prepared and caused to be published in the Postal Guide for June, 1897, the following:

INSTRUCTIONS IN RELATION TO POSTMARKING AND BACK STAMPING.

POST-OFFICE DEPARTMENT,
Washington, D. C., May 14, 1897.

Legible postmarking of mail matter is of the greatest importance to the public as evidence before the courts, in business transactions conducted through the mails, and in fixing the responsibility when mail matter has been improperly handled by postmasters and other postal employees. The frequency of complaints in regard to defective postmarking makes it necessary for the Department to adopt severe measures to remedy the trouble. Illegible postmarking is generally due either to carelessness in the method of handling the stamp, failure to keep the stamp clean, improper adjustment of type in stamp, improper condition of inking pad, or failure to place letters on rubber pad or some elastic surface when postmarking them. Much of the postmarking, especially that at the smaller offices, is a reflection upon the postal service. The Department considers failure of duty in this respect a serious matter, which must be remedied at once.

Attention is called to sections 422, 473, 474, 475, and 509, Postal Laws and Regulations, 1893.

POSTMARKING STAMPS.

The impression of every official stamp should be perfect; so made that each letter and figure of the stamp may be distinct. To effect this the stamp must be kept clean, which may be done by brushing it with a stiff brush, slightly wetted and dipped in powdered potash or soda. Alcohol, ether, or coal (kerosene) oil may also be used for this purpose. The type after use must be cleaned before being replaced in the box.

Rubber, brass, and other postmarking or receiving stamps not furnished by this Department are positively prohibited, and wherever in use must be discontinued at once.

ADJUSTMENT OF TYPE IN POSTMARKING STAMP.

Postmasters frequently complain to this office that the type furnished is not the proper length for their stamps. This is often due to the fact that the stamp has been heated, and the lead filling in the mortise of the stamp has been melted, making it deeper or of an irregular depth. The trouble, however, can be easily overcome by proper adjustment.

When dates are changed in postmarking stamps, tighten set screw lightly; then place stamp face down on an even surface, loosen set screw, and lightly knock upon

handle of stamp until the face of all the type become adjusted to the lettering of stamp; then tighten set screw gradually.

HOW TO USE POSTMARKING STAMP.

When postmarking, place letter on rubber pad, blotting paper pad, or some elastic surface. A good impression can not be obtained when letters are postmarked upon an unelastic surface, and the stamp and type soon become battered, worn, and unfit for use. The stamp should be held firmly in the hand and struck upon the letter with a light, sharp blow, care being taken not to let the stamp fall upon the impression made at another post-office, or upon any portion of the address.

IMPRESSION OF POSTMARKING STAMP MUST BE KEPT.

The figures of the stamp must be carefully adjusted at the beginning of each day, and then a clear impression must be made in a book specially kept for the purpose, so as to afford evidence of the daily discharge of this important duty. Such a book is provided for first and second-class offices and the larger third-class offices. The smaller third-class offices and all offices of the fourth-class must supply this record book for themselves; but they are authorized to use blank facing slips furnished by the Department to make records for that purpose.

If the stamp is fitted with letters and figures indicating the hour at which any letter arrives or is dispatched, care must be taken to change them punctually at the appointed periods. If this duty be neglected, the postmaster is liable to be charged with a delay which, in fact, has not occurred at his office. An impression must be made in the book provided of every change made throughout the day, and each impression should be taken immediately after change is made either in the date or hour. This book or record must be kept two years after the last impression of the stamp is made in it, after which period it may be sold as waste paper.

CANCELING INK AND INK PADS.

The ink furnished to postmasters by this Department must be used with the regulation postmarking and receiving stamps. The use of other ink for this purpose is positively prohibited.

Should the canceling ink furnished become thick, thin it out with coal oil, or paraffin oil, preferably the latter, using about 1 ounce to the pound. Put pads when not in use in the box made for them, where dust and dirt can not get on same; pads when not in use should be laid face down; wash off surface of pads at least once a month with alcohol, ether, benzine, or coal oil, using just enough of either of these liquids to clean the surface of pads without saturating the felt; apply with cloth or stiff brush; do not use more ink than is necessary to make a legible postmark; the ink will not work well when more of it is put on the pad than the felt of the pad will absorb. When fresh ink is applied it should be well rubbed in with a woollen cloth or pad, and if any of the ink has not been taken up by the felt it should be thoroughly scraped off before using the pad. Observe instruction on label of can; always keep cans well corked, and shake before using contents.

GENERAL INSTRUCTIONS.

This Department is determined to secure a radical reform in the method of postmarking, and post-office inspectors will be required to give special attention to the matter when they visit post-offices, and to report fully any failure of duty on the part of postmasters in this respect. All postmasters will be expected to get their postmarking outfits in perfect order at once, and if for any reason they are unable to get perfect impressions of their stamps after observing the foregoing instructions, they should communicate with this office (the division of post-office supplies), furnishing impressions of their stamps with a specific statement of their difficulties in the matter.

PERRY S. HEATH,
First Assistant Postmaster-General.

REPRIMANDING NEGLIGENT OFFICIALS.

A copy of this circular with a reprimand was sent to each office where the card report failed to show legible impressions of postmarking or receiving stamps. This has resulted in a marked improvement in the service.

The newspapers published this circular, with favorable comments, and the general public, especially the business element, has become interested, with the result that many complaints have been sent to the Department against postmasters who continue to fail to do their duty. In each instance the delinquent postmaster has been reprimanded and required to report the cause of his failure of duty. This treatment has produced most gratifying results and should be continued as long as there is any cause for complaint. Cleanliness, as well as legibility, in canceling and postmarking is due the public.

The requisition blanks for certain articles furnished post-offices now printed on postal cards have been found to be of great value, as they furnish in convenient form from day to day specimens of the postmarking that is being done throughout the country. The postmarks on these cards are examined daily as received and a reprimand and copy of instructions sent to each office where the postmarking is not acceptable.

The postmarking investigation developed several matters of importance to which attention should be directed.

CANCELING INK.

The canceling ink furnished by the Department was generally reprobated by postmasters as being gummy and unfit for use, making it difficult to keep stamps and pads in proper order. An examination of the ink itself convinced me that it was of inferior quality, the coloring matter being so badly mixed with oil that they would separate when allowed to stand. It could not be used without a thorough stirring, and when not so handled by postmasters the oily portion was soon used off from the top of the cans, leaving the balance unfit for use. The inking pads and stamps were not kept in proper condition by the average third and fourth class postmasters while using this quality of ink, and illegible postmarking was the result. A contract has been made for a quality of ink for the present year which will greatly lessen the trouble of postmasters in this respect, as the result of its use is already apparent.

INKING PADS.

Complaints were also numerous in regard to the quality of the inking pads I found in use. The material used in making the base of these pads would melt and run in hot weather, rendering them useless. Many of these pads under other conditions lost their consistency and became dry and hard and too brittle for use. Complaints were also received as to the quality of the felt of the pads, it being contended that it would come off with the ink, and so clog the stamp as to make it impossible to make a legible postmark. A contract has been made for better pads for this year, which I hope will further lessen complaints.

RUBBER PADS.

All first and second class offices and some of the larger third-class offices have been heretofore supplied with rubber pads to place letters upon when postmarking; these protect the type and face of the stamp. A good impression can not be obtained when letters are postmarked upon an unelastic, inflexible, or hard surface, and the stamp and type soon become battered, worn, and unfit for use. At many of the third and fourth class offices not supplied with these rubber pads the stamp-

ing was done upon hard wooden tables, with the result that many stamps had become so battered that legible postmarking was impossible. To such offices new stamps have been supplied. Twenty thousand offices were supplied with cheap rubber pads, purchased out of the appropriation for the year ending June 30, 1897. The remaining offices will be furnished similar pads out of the current appropriation. I am satisfied that the saving in wear and breakage of stamps by the general use of these rubber pads will much more than offset the cost of the pads and ultimately result in a considerable saving to the Government.

POSTMARKING STAMPS.

Numerous complaints have been received from postmasters in regard to the quality of the stamps furnished the smaller offices, it being claimed by many that legible postmarking could not be done with them, while other postmasters with the same character of stamps were making perfect impressions. From this condition I am led to believe that the trouble has been more with the ink and inking pads and failure to use rubber pads than in the stamps themselves, some postmasters taking more interest and exercising more ingenuity than others in keeping their outfits in proper condition. In this connection, however, I wish to recommend that a committee be appointed to consider and report upon any new devices which may be submitted looking to an improvement in the character of stamps to be furnished hereafter. I think it possible that a stamp could be devised which would be better suited to the requirements of the smaller offices than the one now in use.

CARD REPORTS.

The necessity for keeping up to date the card reports on postmarking outfits has been thoroughly demonstrated by recent experience:

(1) By attaching correspondence with postmasters in relation to stamping outfit to proper cards it furnishes a convenient file system, which has been entirely lacking in this branch of the work.

(2) A large number of postmasters order new stamps when the impressions of their stamps on card reports show that they only need fresh ink or new inking pad, or at most a new set of type. With this check a great saving can and now is being made in stamps.

(3) The file of card reports, containing, as it does, inventories of type and impressions of stamps, will enable this office to anticipate the orders of postmasters for year dates and to perform the necessary labor incident thereto at odd times during the year when other work happens to be light, causing a better distribution of the work of the division and insuring the receipt of year dates by all postmasters at the proper time.

By constant attention postmasters will be kept advised of the proper means of keeping stamping outfits in order, which will result not only in a greatly improved service, but a large saving to the appropriation for stamps, ink, and pads. This work and the treatment of complaints can not be continued after the special detail now engaged upon it is relieved unless additional assistance is provided. The force of the supply division is small, and the work is increasing with the growth of the postal service. I therefore recommend an increase in the force of two clerks for that purpose. The employment of these two additional clerks would result in incalculable benefit to the service, as well as a direct saving to the appropriation for stamps, inks, and pads of a much larger amount than the cost of this additional force. From the saving

already accomplished I feel warranted in recommending a reduction of \$3,000 in the appropriation for stamps, ink, and pads for the fiscal year ending June 30, 1899, as compared with the appropriation for the current year, which is \$30,000.

DEFICIENCY FOR CURRENT YEAR.

The work of overhauling postmarking outfits has for the present greatly increased the expenditures for stamps, ink, and pads. In order to meet the requirements of recent instructions, postmasters are forced to order from the Department the articles required to properly equip their offices for the work; and as this has been neglected for years, a heavy demand is the result, necessitating the expenditure of over half the appropriation for these items during the first three months of the present fiscal year.

I estimate that an additional appropriation of \$15,000 will be required to meet these demands during the present fiscal year, and recommend that Congress be asked to make a deficiency appropriation of that amount which shall be immediately available.

The Department can not continue to insist upon perfect postmarking if it is unable to supply the reasonable demands of postmasters for the materials necessarily used in doing the work, and to relax the efforts now being made in this direction would result in losing to a large extent the advantage already secured at considerable labor and expense.

CHANGES IN METHOD OF BUSINESS.

Certain changes in the method of doing business in this division have recently been made, which I think deserve attention. Heretofore no balance sheet has been kept. As a result, some of the stock ran very low before the fact was discovered, when it was too late to get additional supplies from the contractor before the item was exhausted. To remedy this defect I have had an inventory made of the entire stock on hand and now keep weekly balance sheets. I also discovered that the work of the division was not distributed among the clerks to the best advantage. A rearrangement of the duties of the clerks has been made, giving better satisfaction. The record books of the division were examined by the committee designated for that purpose, and new ones have been adopted, which are easier kept and in every way better suited to the purpose for which they are intended.

Heretofore supplies of blanks to post-offices have been issued for three months only. As these blanks can not be used for other than official business, I failed to see the economy in sending supplies for such a short time. These supplies are now issued for six months, which will reduce by one-half the labor of addressing labels and wrapping and shipping packages, as well as effect a considerable saving in the materials used in wrapping and shipping. Supplies have been issued to first and second class offices for six months. This method entailed a great amount of labor at the first part of January and July. This has been changed, and all first-class offices and the second-class offices of New England and New York now receive their supplies in April and October, and the remainder of the second-class offices in January and July. This makes a better distribution of the work and enables me to utilize the present force to better advantage. Complaint has frequently been made of the character of stationery

furnished for the use of the Department. The contracts entered into for the present fiscal year for these supplies call for a better grade, which I trust will give satisfaction.

RECOMMENDATIONS.

This is in reality one of the most important divisions of the Post-Office Department, although it appears to have been given meager attention in the past. It may properly be compared to a large mercantile house, with over 70,000 patrons, whose daily orders range from 500 to 800, and many of whom are inexperienced in their work. A large percentage of these orders require adjustment before the requisitions can be properly filled. This alone entails much labor. To properly supply such an army of customers with the necessary articles constant care and judgment must be exercised. Hundreds of thousands of orders must be handled in a businesslike manner, if delays and complaints are to be avoided. Their necessities must be supplied, and yet the expenditures must be kept within the appropriations made by Congress.

SHIPMENT OF WRAPPING PAPER AND TWINE.

Under the present system all articles purchased are sent by freight from the contractor to this division, where they are received and inspected and subsequently issued to postmasters upon requisition. Wrapping paper and twine constitute a large part of the bulky material purchased, and are required in large quantities by the important offices.

I recommend that where postmasters are allowed over 500 pounds of either wrapping paper or twine they be shipped direct from the contractor's place of business to the postmasters. An inspection committee could be appointed, consisting of one or two men from this Department, in connection with the postmaster at the contractor's place of business, who could inspect the articles at the factories. The postmaster of the committee could look after the shipment and forward bills of lading to the Department. It is estimated that about 600 tons of wrapping paper and twine can in this way be annually sent to about twenty of the larger offices, which would reduce by about one-third the total tonnage of supplies to be handled in this division and effect a large economy in transportation and packing.

LETTER HEADS FOR POST-OFFICES.

Printed letter-head paper is supplied to first and second class offices. The names of the offices are not printed upon the paper where the salaries of postmasters are less than \$2,500, and thus the paper and style of printing for each of them is identical; but with the larger offices, postmasters have adopted various designs in the type and color of ink used, which precludes uniformity and adds considerably to the expense of printing. This should be discontinued, and letter heads printed in uniform color and style should be furnished to all of the latter class of offices.

No stationery is furnished third and fourth class offices, though there is a general demand from them. They could be supplied with necessary letter heads for official use at a comparatively small cost. These offices should be entitled to stationery; and the dignity of the service would be much improved if they were supplied. Letters are now written to the Department on wrapping paper, Department blanks,

and in fact any kind of paper which postmasters happen to have at hand, and very frequently the name of the office is omitted, causing delays and inconvenience. I trust you will feel justified in approving this recommendation.

ISSUE OF BLANKS.

I invite your attention to the present unsatisfactory method of issuing blanks. The division of post-office supplies issues many blanks which relate to the business of other bureaus of the Department, and the other bureaus supply many other blanks directly to postmasters. This causes delays in many ways. I recommend that all blanks for general use be issued directly from this division. In this connection, I have to state that the present force of laborers is too small, and I renew the recommendation of my predecessor for an increase of two additional laborers to be employed in this division.

SCALES.

Section 424 of Postal Laws and Regulations provides that—

Offices whose annual gross receipts are \$300 or more are supplied with letter balances of 4 pounds, and offices required to weigh second-class matter with the necessary scales.

Heretofore all offices not meeting the above conditions have been furnished with 8-ounce scales. The difference in the cost of 4-pound scales and 8 ounce scales is very slight, only 9 cents each. All postmasters are required to receive packages for mailing 4 pounds and under in weight, so that there is a general demand from these smaller offices for the 4-pound scales, especially where the offices are not located in stores. In many cases the postmasters have no means for estimating the weight of packages and have to guess at the weight. I recommend that the portion of section 424, Postal Laws and Regulations of 1893, above referred to, be modified, and all fourth-class post-offices hereafter be supplied with 4-pound scales instead of the 8-ounce scales.

PAPER-CUTTING MACHINE.

The present cost of cutting facing slips is about \$2,500 per annum, and will increase every year. A machine of sufficient capacity for doing this work with electric-motor power could be purchased for about \$1,000. The services of two men to operate it, who would only be engaged in this work part of the time, would be about \$1,500, so that the expense of having this work done in this division would be \$1,000 less than the present cost after the first year. I therefore recommend the purchase of such an outfit.

BUILDING.

The building occupied by the division of post-office supplies is in my judgment entirely unfitted for the purpose. As originally constructed, it was a large hall and had but one floor. It was lighted from the roof, with the exception of windows in front and rear and some in the side next to an alley. In that condition it was used at various times as a church, gymnasium, skating rink, etc. It has been altered for present use by the construction of two board partitions, a second floor over the greater portion, and a platform in rear.

This building is structurally weak. The wall on the side next to the

alley had to be partially removed and rebuilt a few years ago to prevent collapse. The walls are now cracked. The second floor can not be used for storage, the principal use for which it is needed, on account of weakness. The second floor cuts off the light from the central portion of the ground floor, with the exception of a few windows on one side along the alley, leaving insufficient light for the force which must occupy it and necessitating the constant use of electric lights. The ground-floor space is not sufficient for handling the supplies received and shipped, the mail amounting to a daily average of about 12 tons. The goods received from contractors are necessarily piled or stacked unusually high, making them unsafe and causing unnecessary labor and expense in both receiving and shipping. All freight and mail are received and dispatched from the rear of the building, where the platform is several feet higher than the floor, necessitating the use of an elevator. The one in use is a primitive hand lift, which overstrains the men operating it.

The door and platform space is not sufficient for receiving and shipping goods at the same time, and often causes delay and confusion. These defects in the building cause unnecessary labor and loss to the Government. But, in addition to that, it is so constructed as to make it impossible to keep it properly heated in winter or ventilated in summer. The plumbing has been improved, but is not good. The dust is very great, and injures the blanks and stationery, rendering a large quantity useless every year. It also makes it difficult to keep the building clean, and is a source of constant annoyance. About 18 feet has been cut off from the front of the building by board partitions, making two rooms on each floor. These are occupied by the superintendent of the division and a portion of the clerks, but are so connected with the stock rooms as to be poorly adapted to the purpose.

The nature of the structure and the inflammable character of the stock are such that in case of fire a total destruction of many thousands of dollars' worth of goods and valuable records would be inevitable. The rent of the building is \$4,000 per annum, which would be 5 per cent interest upon \$80,000 investment. I am confident the Government could construct a building specially adapted to this branch of the service for less than one-half of that amount, and, in view of the contemplated removal of the General Post-Office Department to another location, this appears to be an auspicious season for considering the subject of new quarters for the supply division.

COMMITTEE TO VISIT POST-OFFICES.

Questions and controversies often arise between postmasters at the larger offices and this division, involving large expenditures, which can not be adjusted to advantage through correspondence. Under such conditions I recommend that provision be made for detailing a representative of this division who is thoroughly familiar with the business to adjust the differences at issue. I am satisfied that if such a course were adopted large economies could be effected, embarrassments avoided, and delays shortened. Post-office inspectors, not being familiar with the special character of the work, are not available for this purpose. I earnestly recommend that this matter receive favorable consideration.

ESTIMATES.

The table following shows the estimated appropriations for the ensuing fiscal year, as compared with those of the present year, which results in a net decrease of \$6,500.

TABLE VI.

	1897-98.	1898-99.
For stationery and blank books, including amount necessary for the purchase of free penalty envelopes	\$7,500	\$7,000
For stationery in post-offices	55,000	55,000
For wrapping twine	85,000	90,000
For wrapping paper	50,000	45,000
For letter balances, scales, and test weights, and repairs to same	10,000	7,500
For postmarking and rating stamps, and repairs to same, and ink and pads for stamping and canceling purposes	30,000	27,000
For packing boxes, sawdust, paste, and hardware	1,500	1,000
For printing facing slips and cutting same, card-slide labels, blanks, and books of an urgent nature for the postal service	20,000	20,000
For printing and binding	195,000	195,000

THE MONEY-ORDER SYSTEM.

The money-order system, in operation for thirty-three years, long since shown to be one of the most beneficent and successful branches of the postal service, continues to hold the favor of the public, and in volume of transactions keeps pace with the service.

OPERATIONS OF THE SYSTEM SINCE ITS ORGANIZATION.

The magnitude of the transactions of the system may be seen in the following table, showing the number of money-order offices in operation and amount of domestic money order transactions for each fiscal year from the commencement of the system until June 30, 1897:

Fiscal year ended—	Number of money-order offices in operation.	Amount of orders issued.	Amount of orders paid and repaid.	Amount of fees and miscellaneous receipts.	Amount of expenses paid from proceeds.	Excess of expenses paid from proceeds over receipts.	Excess of receipts over expenses paid from proceeds.
June 30, 1865.	419	\$1,300,122.52	\$1,313,577.08	\$11,536.40	\$18,584.37	\$7,047.97	
June 30, 1866.	766	3,977,259.28	3,903,890.22	35,803.06	28,664.27		\$7,138.79
June 30, 1867.	1,224	9,223,327.72	9,071,240.73	70,889.57	44,628.96		26,260.61
June 30, 1868.	1,468	16,197,858.47	16,118,537.03	124,503.19	70,345.04		54,158.15
June 30, 1869.	1,466	24,848,058.93	24,654,123.46	176,247.87	110,694.00		65,553.87
June 30, 1870.	1,694	34,064,184.71	33,927,924.79	235,567.05	145,382.42		90,174.63
June 30, 1871.	2,076	42,164,118.03	42,027,336.31	295,563.38	194,381.60		101,181.78
June 30, 1872.	2,452	48,515,532.72	48,419,644.97	350,499.40	244,521.63		105,977.77
June 30, 1873.	2,775	57,516,216.69	57,285,012.27	354,816.66	280,232.66		68,584.00
June 30, 1874.	3,069	74,424,854.71	74,210,156.25	462,238.54	357,040.42		105,198.12
June 30, 1875.	3,404	77,431,251.58	77,361,690.75	494,717.27	374,575.18		120,142.09
June 30, 1876.	3,401	77,035,972.78	77,106,338.85	647,021.52	456,250.68		190,770.84
June 30, 1877.	3,697	72,820,509.70	72,908,475.25	624,409.66	524,478.47		99,931.19
June 30, 1878.	4,143	81,442,364.87	81,279,910.80	716,638.98	513,686.61		202,952.37
June 30, 1879.	4,512	88,254,641.02	88,006,200.20	799,347.09	575,386.32		223,960.77
June 30, 1880.	4,829	100,352,818.83	100,165,982.78	917,091.58	659,516.50		257,575.08
June 30, 1881.	5,163	105,075,709.35	104,924,853.61	967,772.93	715,458.29		252,314.64
June 30, 1882.	5,491	113,400,118.21	113,388,301.90	1,054,538.62	774,197.45		280,341.17
June 30, 1883.	5,927	117,329,406.31	117,344,281.78	1,102,838.42	791,133.75		311,704.67
June 30, 1884.	6,310	122,121,261.98	121,971,083.80	950,479.39	702,603.80		247,875.59
June 30, 1885.	7,056	117,858,921.27	117,996,205.08	925,125.03	681,150.06		243,974.97
June 30, 1886.	7,357	113,819,521.21	113,885,463.04	922,781.97	689,758.38		233,023.50
June 30, 1887.	7,853	117,462,600.89	117,264,026.68	914,076.57	402,458.59		511,617.98
June 30, 1888.	8,241	119,649,064.98	119,743,345.25	947,316.56	406,043.79		541,272.77
June 30, 1889.	8,727	115,081,845.79	115,281,906.94	933,821.35	399,856.65		533,964.70
June 30, 1890.	9,882	114,362,757.12	114,347,631.85	951,293.63	429,919.43		524,374.20
June 30, 1891.	10,070	120,122,236.50	118,843,875.71	1,005,298.19	455,628.36		549,671.83
June 30, 1892.	12,069	120,066,801.07	120,121,754.19	1,037,027.45	489,526.78		547,500.72
June 30, 1893.	18,434	127,576,433.65	127,697,381.70	1,121,207.62	552,256.34		568,951.28
June 30, 1894.	19,264	138,793,579.49	138,725,229.29	1,212,338.19	586,747.22		625,590.97
June 30, 1895.	19,691	156,709,089.77	156,159,689.26	1,292,331.97	631,299.70		661,032.27
June 30, 1896.	219,825	172,100,649.02	171,475,476.35	1,411,466.85	680,820.21		730,646.64
June 30, 1897.	220,031	174,482,676.94	174,302,783.18	1,458,258.86	668,028.01		790,230.85
Total.		2,974,647,886.11	2,971,243,330.81				

a Limited money order offices are not included in this number.

OFFICES IN OPERATION, ESTABLISHED, DISCONTINUED, ETC.

The number of post-offices transacting money-order business at the close of the fiscal year ended June 30, 1897, the number of money-order offices opened, and the number closed during that period are as follows:

Number of domestic money-order offices in operation June 30, 1897.....	20, 031
Number established during the year.....	298
Number discontinued	92
Net increase	206
Number of international money-order offices in operation June 30, 1897.....	3, 011
Number established during the year.....	138
Number discontinued	16
Net increase	122
Number of limited money-order offices in operation June 30, 1897 ¹	1, 051
Number established during the year.....	119
Number discontinued ²	45
Net increase	74

DOMESTIC BUSINESS FOR THE YEAR.

The number of domestic money orders issued during the year was 25,169,055, amounting to	\$174, 482, 676. 94
The number of such orders paid and repaid was 25,220,625, amounting to	174, 302, 783. 18

Excess of payments and repayments over issues, 51,570 orders.	
Excess in amount of issues over payments and repayments.....	179, 893. 76

It is gratifying to observe that while the outstanding orders at the close of the year 1895 amounted to \$549,000 and for 1896 to \$625,000, the number of such orders being 200,000 and 161,000, respectively, the excess in amount was but \$179,000 for the past year, and in number the payments exceeded the issues, due, it is believed, to a more rigorous enforcement of the present policy of the Department to effect payment of orders as soon as possible after issue.

Fees.—The total amount of fees received for the issue of domestic orders was \$1,456,440.14, an increase of \$46,362.38.

The average fee was 5.79 cents, being .08 cent less than the average fee received in the previous year, which was 5.88 cents.

The average amount of the orders issued was about \$6.93, or 25 cents less than the average of the year ended June 30, 1896.

A comparison of the above figures with those of the previous year shows—

- (1) An increase of 1,207,002 in the number of orders issued, or 5 per cent.
- (2) An increase of 1,419,925 in the number of orders paid and repaid, or 5.10 per cent.
- (3) An increase of \$2,382,027.92 in the amount of orders issued, or 1.4 per cent.
- (4) An increase of \$2,827,306.83 in the amount of orders paid and repaid, or 1.65 per cent.

¹ A limited money-order office is an office authorized to issue money orders for sums not exceeding \$5 each, but is not an office of payment.

² Of this number 23 were made full money-order offices.

INTERNATIONAL BUSINESS FOR THE YEAR.

The number of orders issued in this country during the year for payment in foreign countries was 944,185, amounting to.....	\$13,588,379.33
The number of orders of foreign issue paid in the United States was 358,156, amounting to.....	\$5,815,016.12
The number of orders repaid was 1,785, amounting to.....	23,861.32
Making the total number of payments and repayments 359,941, amounting to.....	5,838,877.44

Excess of issues over payments and repayments 584,244 orders, amounting to..... 7,749,501.89

Fees.—The total amount of fees received for the issue of international orders was \$173,379.30, being \$3,641.70, or 2.06 per cent less than the amount of fees received during the preceding year.

The average amount of international orders issued was \$14.39, an increase of 34 cents.

The average fee received was 18.36 cents, 0.4 cent less than the average fee of the previous year, which was 17.96 cents.

A comparison of the above figures with those of the previous year shows—

(1) A decrease of 41,614 in the number of international orders issued, or 4.22 per cent, and a decrease of \$264,236.41 in the amount of international orders issued, or 1.9 per cent.

(2) An increase of 19,793 in the number of international orders paid and repaid, or 5.81 per cent, and an increase of \$226,786.64 in the amount of payments and repayments, or 4.04 per cent.

RECAPITULATION.

The aggregate number of domestic and international orders issued during the year was 26,113,240, amounting to \$188,071,056.27; an increase over the preceding year in number of 1,165,391, and in amount of \$2,117,791.51.

The aggregate number of payments and repayments was 25,580,566, amounting to \$180,141,660.62; an increase in number of 1,439,718, and in amount of \$3,054,093.47.

TRANSFERS.

If, as is frequently the case, the money-order funds are not sufficient in amount to effect payment of orders presented at an office, the postmaster is required to use all other available public funds in his possession, and to transfer these funds to the money-order account. The process is simply the equivalent of making payments at intervals on account of the postal revenue which would otherwise be deposited at the close of a quarter generally; or, in other words, the money-order branch borrows these sums from the departmental revenues. In like manner the available general funds are at times insufficient to pay postal clerks, etc., and in such event a transfer is made in similar way from money-order to postal account. At the close of each quarter the Auditor computes the aggregate amount of these transfers, and the money-order system refunds the net balance. These transactions during the fiscal year were as follows:

Quarter ending—	Transferred to money-order account.	Transferred to postal account.	Balance due postal account.	Date balance repaid.
September 30, 1896.....	\$318,340.26	\$49,493.48	\$268,846.78	Jan. 4, 1897
December 31, 1896.....	273,330.46	9,940.05	363,390.41	Apr. 1, 1897
March 31, 1897.....	484,800.02	15,548.38	469,250.64	July 2, 1897
June 30, 1897.....	512,586.62	15,309.51	497,277.11	Oct. 6, 1897
Total	1,689,066.36	90,291.42	1,598,774.94	

RESERVE.

As a general rule the bulk of issues of money orders is at small offices and the payments at large offices. To meet exceptional cases, when the transactions are of a fluctuating character, the Department authorizes a certain fixed sum to be retained at such offices, called a "reserve," whereby the postmaster may be in possession of a sum which will enable him to promptly effect payment of orders drawn upon him, to a reasonable extent in amount. At domestic offices this is termed a "fixed" reserve, the same having reference to the amount of unpaid advices; at international offices it is called an "irrespective" reserve, the unpaid advices not being taken into consideration. The minimum reserve is \$25, at small offices; the maximum is \$125,000 at New York, while \$75,000 is allowed at Chicago, \$20,000 at Boston, etc. The amounts are increased or diminished at intervals, as the business may require.

Number of offices at which reserves were authorized on June 30, 1897.....	4,405
Number of offices at which reserves were granted during the year	407
Amount of reserves granted during the year	\$36,440
Amount of irrespective reserves authorized June 30	734,600
Amount of fixed reserves authorized June 30	138,525

Total reserves authorized June 30	873,125
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At all offices not granted a reserve the postmaster may retain, for two weeks, in anticipation of presentation of corresponding orders, the amounts of the unpaid advices of orders drawn on his office.

PAYMENT OF INVALID DOMESTIC ORDERS.

An invalid order is one which has not been presented for payment within one year from the last day of the month of issue. An act approved January 27, 1894, provides that such domestic orders may be paid by warrants drawn on the Treasurer of the United States against a special appropriation created by the act. The issue of postal notes ceased on June 30, 1894, in obedience to the act above mentioned, which provided, however, for the redemption of all outstanding notes which might be presented for payment after that date. During the year there were referred to the Auditor for the Post-Office Department for approval applications for warrants for the payment of invalid money orders and postal notes, in number and amount as follows:

	Num-ber.	Amount.
Applications for warrants in lieu of invalid domestic money orders.....	2,049	\$27,925.04
Applications for warrants in lieu of invalid postal notes.....	759	1,034.87
Total	2,808	28,959.91
Of these applications, 62 were returned and canceled, the fact of payment of the originals having been ascertained from the files of the Auditor's Office.		
Applications canceled	62	328.77
Applications certified for payment, amounting to.....	2,746	28,631.14

The act above cited requires that postmasters shall transmit to the Department all unpaid advices when they become invalid. During the fiscal year such advices were received at this office amounting to \$28,867.37. It is the purpose of the Department to require postmasters to effect payment of orders as soon as possible after the correspond-

ing advices are received, and while the amount of such outstanding orders, the accumulation of recent years, is small compared with former years, it is believed that the sum may be greatly reduced by the enforcement of more rigorous requirements for prompt payment, and such steps are being taken.

ERRONEOUS PAYMENT OF MONEY ORDERS.

The Department undertakes an investigation of all cases of complaint touching the alleged improper payment of orders, whatever the circumstances. The general accuracy of payments is verified by the fact that although 25,580,566 were paid and repaid, but 216 complaints were received, involving less than \$3,000. These cases were disposed of as follows:

Result of investigation.	Number of cases.	Amount involved.
Recovered from persons not entitled to payment.....	53	\$889.56
Properly paid, no cause for complaint.....	56	633.56
Charged to paying postmaster.....	50	535.00
Chargeable to impropriety upon the part of the remitter.....	2	50.00
Chargeable to impropriety upon the part of the payee.....	2	17.00
Loss sustained by the Department.....	3	167.61
Unfinished, in process of adjustment.....	50	581.14
Total.....	216	2,873.90

DUPLICATE MONEY ORDERS.

In the event of the loss or destruction of a money order, or when it bears more than one indorsement, a duplicate is issued by this office.

Repayment to the remitters is made by means of duplicates of money orders which were drawn payable to persons conducting schemes adjudged by the Postmaster-General to be fraudulent.

There were issued during the last fiscal year 40,634 duplicates of domestic orders, which was an increase of 4,481, or about 1 to every 619 orders, the ratio of the previous year being 1 to every 662 orders issued.

In lieu of lost international money orders 1,430 duplicates were issued, being 244 more than the number issued in the preceding year.

LOSS OF MONEY-ORDER FUNDS IN TRANSIT AND BY BURGLARY.

The Postmaster-General is empowered by law to allow postmasters credit for the amount of money-order funds lost in transit, by burglary, fire, or other unavoidable casualty. These alleged claims are examined and adjudicated under the supervision of the Assistant Attorney-General for the Post-Office Department, who during the fiscal year allowed and certified such claims to the amount of \$12,874.79, a decrease in amount of like allowances for the preceding year of \$12,600.38.

SURPLUS FUNDS REMITTED.

It being the general rule that payments are made at large offices and issues at small offices, it is necessary that the latter shall provide the former with funds. The operations of the larger offices are so widely dissimilar, both as to the numbers and the amounts of orders paid, that these funds must necessarily pass to and fro from various offices before

the net surplus shall reach the final depository, the subtreasury at New York. No remittance of less than \$50 is required to be made, and a recent careful estimate shows that the amount in transit every day averages about \$500,000. An illustration of the method of remitting funds may be cited as follows: Fort Laramie, Wyo., remits to Cheyenne; Cheyenne to Denver; Denver to Chicago; Chicago deposits with the assistant United States treasurer in that city; these funds are transferred to the assistant treasurer at New York. Thus the surplus funds of all offices eventually reach the assistant treasurer at New York, whence they may be withdrawn upon the check of the Postmaster-General as the business of the system shall require. In this manner \$147,879,391.86 were remitted last year.

REPAYMENT OF INTERNATIONAL ORDERS.

An international order, whether issued in this country for payment abroad or issued in a foreign country for payment in the United States, may not be repaid except upon the authority of this office in the former case, or consent of this Department in the latter instance. Such repayments were authorized during the fiscal year as follows:

Orders issued in the United States for payment in foreign countries, 3,557; orders issued in foreign countries for payment in the United States, 2,488.

DRAFTS ON NEW YORK.

The available funds of certain offices are insufficient to meet the payment of orders. The Department provides funds to meet such a case by placing to the credit of the postmaster, at the New York post-office, a specific sum, the minimum of which is \$25, and the maximum ordinarily \$10,000. In minor instances single drafts, drawn for fixed sums, are sent from this office; but in most cases the postmaster is provided with a limited number of blank drafts, which he may fill in and negotiate for such amounts as may be necessary, the total, however, not in excess of the credit at New York. This credit is renewed when necessary. These renewals and single drafts will daily average in amount about \$55,000.

The number of these drafts paid by the postmaster at New York during the fiscal year was 51,495, amounting to \$14,107,339.90.

INCIDENTAL EXPENSES.

The incidental expenses of the system, amounting to \$129,318.99 (domestic) and \$17,023.47 (international), included expenditures under the following heads:

For blanks, blank books, and printed matter.....	\$83,775.85
For engraved money-order drafts.....	648.80
For dating stamps, stamp ribbons, etc.....	830.56
<hr/>	
Total.....	85,255.21
To this are to be added the salaries and expenses of 20 post-office inspectors, paid from the proceeds of money-order business.....	57,244.14
And also the cost of stationery used in money-order business exclusively and the incidental items of expense of the system.....	3,843.11
<hr/>	
Aggregate incidental expenses.....	146,342.46

Under the act approved March 3 last, all incidental expenses incurred subsequent to July 1, 1897, will be paid from appropriations made for that purpose, and post-office inspectors will hereafter be paid from the specific appropriation for their services. An order amending section 1240 of the regulations regarding the purchase of stationery, etc., was made by the Department on June 17.

BILLS OF EXCHANGE.

For the orders issued in this country drawn upon foreign countries payment by the United States is made by means of bills of exchange, which are purchased by this system from banks in New York, such exchange being obtained through competition of the banking houses which propose to draw the bills at the lowest figure. The amount of these bills purchased during the past year was \$8,019,845.79. From foreign countries similar bills of exchange received amounted to but \$229,922.53.

[NOTE.—The Auditor reports purchase of bills to amount of \$7,887,334.71. The difference (\$132,511.08) is simply technical, growing out of the fact that the one statement represents the actual purchase during the year, while the latter relates to the sums applied in settlement of the accounts for that period, the residue being applied on the business for a subsequent period.]

EXTENSION OF INTERNATIONAL SYSTEM.

A money-order convention with the Kingdom of Greece was signed by the Postmaster-General December 7, 1894, and sent to the Greek post department for signature of the proper official and ratification of the Greek legislative chamber. That department has reported that the convention was duly signed and ratified, but the detailed regulations for carrying it into effect have not been concluded.

Negotiations are pending for an exchange of money orders with Mexico. A draft of a convention for that purpose was transmitted by this Department on June 6, 1896, to the director-general of posts of that country, and the matter remains in abeyance.

A convention for the exchange of this business with the Republic of Chile was signed at Washington August 12 last and awaits the ratification of the proper legislative body of that country.

Negotiations for exchange with Egypt were considered during the early part of the present year, and resulted in a convention executed on June 23 last, the exchange to take effect October 1.

The post department of Russia has signified a desire that similar exchange arrangements be made with that Empire, and the preliminary details regarding this important extension of the system are having attention.

By arrangements with the Netherlands an exchange of orders with the Dutch East Indies commenced September 1, 1896, through the intermediary agency of the Netherlands post department.

DEPOSIT OF REVENUE.

In accordance with the provisions of section 4050 of the Revised Statutes, the total revenue from the domestic and international money-order business, as reported to this office quarterly by the Auditor for the Post-Office Department, is deposited with the assistant treasurer of the United States for the service of the Post-Office Department.

The amounts for the respective quarters of the past fiscal year and the dates on which the deposits were made are shown below:

Revenue for quarter ended—	Amount.	Deposited.
September 30, 1896	\$221,477.92	Jan. 4, 1897
December 31, 1896	290,124.92	Apr. 1, 1897
March 31, 1897	227,073.30	July 2, 1897
June 30, 1897	228,544.92	Oct. 2, 1897
Total	967,181.06	

Increase over previous year, \$80,995.99.

GENERAL STATEMENT OF RECEIPTS AND EXPENDITURES.

DOMESTIC MONEY-ORDER BUSINESS—RECEIPTS.

Amount received for fees on orders issued	\$1,456,440.14	
Miscellaneous receipts ¹	1,818.72	
		\$1,458,258.86

EXPENDITURES.

Amount allowed postmasters at third and fourth-class offices for commissions on orders issued ²	\$510,891.84	
Incidental expenses ³	129,318.99	
Lost remittances, burglaries, etc	14,694.12	
Uncollected accounts of previous years	13,123.06	
		668,028.01
Excess of receipts over expenditures		790,230.85
Increase over amount of previous year		59,584.21

INTERNATIONAL MONEY-ORDER BUSINESS—RECEIPTS.⁴

Amount received for fees on orders issued	\$173,379.30	
Net gain on exchange ⁵	62,444.03	
		\$235,823.33

EXPENDITURES.

Amount allowed postmasters at third and fourth-class offices for commissions on orders issued ²	\$3,000.99	
Incidental expenses ³	17,023.47	
Amount allowed foreign countries for excess of commissions ⁶	38,809.48	
Amount allowed foreign countries for incidental expenses	39.18	
		58,873.12
Excess of receipts over expenditures		176,950.21
Increase over amount of previous year		21,411.78

NEW LEGISLATION—BONDS OF CLERKS IN POST-OFFICES.

In the report of this division for 1895 and in that of 1896 the recommendation was renewed "for legislation which will empower this Department to require clerks in post-offices who handle money-order

¹ Sales of waste paper, reimbursements by bankers of cost of cablegrams, interest from cases in suit, etc.

² Three cents for each order issued; no compensation for payments.

³ See explanation, page 70.

⁴ Difference between amount received for international orders and cost of bills of exchange purchased in payment thereof in foreign countries, due to the fluctuating market in exchange, which this year was favorable to the United States; at other times there has been a loss.

⁵ Difference between amount earned by foreign countries for services in payment of orders issued in the United States and amount earned by the United States for like services. Each receives one-half of 1 per cent.

funds to give suitable bonds for the faithful accounting of such funds, and will permit the acceptance of the bonds of approved surety companies in such cases. It is very important that the law be so amended as to make the postmaster liable on his official bond for losses occurring through the negligence or dishonesty of his money-order clerk and to permit the postmaster to require that a bond be given to him by the clerk for the protection of the former."

The importance of this matter can not be too strongly urged. The transactions of the system are too great in volume to permit of methods other than those of undoubted security and unquestioned validity.

DEAD-LETTER OFFICE.

The report of the work of this office for the fiscal year ended June 30, 1897, follows. It has, however, been thought that it would not be improper, and might perhaps serve a useful purpose, to preface the condensed statistical matter with a brief outline of the methods employed in the transaction of the business of the office.

Matter unclaimed in post-offices is duly advertised, either in newspapers or by posting manuscript lists. At offices of the fourth class—that is, where the compensation of the postmaster is less than \$1,000 per annum—such matter is advertised monthly, and is held for one month before being sent to the Dead-Letter Office. At all other offices it is advertised weekly, and held two weeks after advertisement. These returns are sent to this office in the ordinary mail, except in the case of offices having the carrier service, which send registered.

The very large amount of mail matter received here will be more readily appreciated than by the mere announcement of the aggregate when it is stated that the receipts from all sources averaged about 20,000 pieces for every business day of the year.

The mistaken belief is widely prevalent that this great volume of matter is retained for a fixed period, awaiting reclamation. Such a work, involving necessarily the careful arrangement, indexing, and assorting of the matter, to say nothing of the very large space indispensable to it, would be quite impracticable with any force likely to be assigned to it and out of proportion to any possible beneficial result.

The primary and controlling purpose is to restore matter to the senders with the least possible delay, and to this purpose all the operations of the office are directed, special care and attention, of course, being given to such as is found, upon being opened, to contain inclosures of value.

Of the aggregate receipts of unclaimed letters 57 per cent came during the year from the 628 offices having carrier service, a striking evidence of the relation which the commercial centers bear to the country at large.

These daily receipts are carefully examined, to see that they correspond with the bills, and those from carrier offices are recorded for the greater convenience of adjusting the postage-due accounts of postmasters and of fixing the relation of the returns made by them to the grand total, as noted above.

In this examination care is taken to discover, and as far as may be to rectify, errors made by postmasters. Numerous instances are found, particularly in minor offices, in which letters have been held and advertised, though plainly addressed to other offices. In each instance of

this kind steps are taken to deliver the letter and to secure the envelope showing the mistreatment, after which the delinquent postmaster is suitably admonished.

Another purpose of the examination is to separate letters of foreign from those of domestic origin, the former to receive special treatment, as more fully noted hereafter.

After this examination the domestic letters are counted, tied in bundles of 100, and sent to the openers. These openers are required to examine the contents of envelopes to see if there are valuable inclosures, but they are not permitted to do so for any other purpose. Careful note is made upon each letter found to contain an inclosure, and where money is discovered a book entry is made and receipts passed from hand to hand. All valuable letters, with their inclosures, are sent to the proper branches of the office for return to senders, all first being recorded except those containing postage stamps of the value of a single-letter rate or less.

The foregoing has reference solely to unclaimed matter; that is, to such as has gone to the destination for which it was presumably intended and has failed of delivery for various reasons.

LACK OF POSTAGE OR MISDIRECTED.

Unmailable matter is that which has never left the mailing office, or which has been withdrawn by the Railway Mail Service. The principal defects are nonpayment or insufficient prepayment of postage and incomplete or entirely erroneous addresses. Those which fail to go forward for want of prepayment are such as the addressees have failed to supply postage for after having been duly notified.

Under the general head of "Misdirected," it is curious to note that there were received during the year 28,098 letters which bore no address whatever. The general appearance of these envelopes, as well as the nature of their contents, indicates that by far the greater portion of these errors of omission were not made by casual and infrequent users of the mails, but were the result of haste and want of deliberation by persons more or less completely absorbed in business.

The addresses of letters bearing imperfect directions are corrected as far as possible and the letters forwarded, while the residue, as well as those lacking postage, are, as in the case of unclaimed matter, opened, the valuables separated from those without inclosures, and all returned to senders when practicable, and when not so, destroyed.

Unmailable matter, never having had the advantage of advertising, is received upon manuscript lists, the treatment of each piece being noted on the margin, so that the manner of its disposition may always be ascertained.

HOTEL AND REGISTERED MATTER.

The same is true of that class of matter known as "hotel matter." It is obvious that it would be useless to advertise letters once delivered to hotels and thence returned to post offices, the addressees thereof being usually transient persons. All such are, therefore, sent in on manuscript lists and treated in the same manner as unmailable.

Registered matter, being of a higher character, is treated with the greatest degree of care. Every piece is carefully recorded, and receipts taken from each person through whose hands it passes. Of the comparatively small quantity of registered matter reaching the Dead-Letter Office about three-fourths is of foreign origin, the difficulty in delivery

being increased by unintelligible addresses and by the migratory character of the population of which the addressees form a part. Of the remaining fourth more than one-half comes here through the failure of postmasters to return direct to senders in case of nondelivery, as required by law and the regulations. When every effort to deliver domestic registered letters to either senders or addressees has failed, they are opened, the nature of their inclosures, if any, made matter of further record, and the letters themselves preserved. Those of foreign origin are returned to the respective countries of origin.

VALUABLE MAIL.

Ordinary letters found to contain money or commercial paper, such as drafts, notes, money orders, etc., and evidences of title, such as deeds, wills, and the like, are minutely examined and carefully recorded, with a view to their return to senders. This is done through the postmasters at the mailing offices, to whom they are always sent by registered mail, so that they may be traced. If all efforts to effect delivery fail, they are returned to and preserved in this office; but money is eventually separated from the envelopes and goes into the Treasury. All receipts for valuable letters delivered are carefully classified and filed for permanent preservation.

Letters containing inclosures of a less valuable character, such as receipts, affidavits, paid notes, photographs, etc., are recorded and similarly treated, but they are not sent out by registered mail, and the accumulation of such is disposed of by destruction after a series of years.

CARELESSNESS IN POSTING.

The treatment of parcels, like that of letters, has in view their return to senders as far as possible. It has been found impracticable to do this to an equal extent with letters, because a larger proportion contain nothing to indicate the senders. Besides, a very considerable proportion reach the Dead-Letter Office without addresses, either through the carelessness of the senders or by damage in transit. Large numbers of miscellaneous articles are found loose in the mails, having become separated from the wrappers because not properly prepared for mailing, and are turned in by the Railway Mail Service to the post-offices at the several division headquarters of that service.

INTERNATIONAL.

The treatment of parcels addressed to foreign countries and not sufficiently prepaid to enable them to go forward in the postal-union mails at the rates of postage applicable to genuine trade samples, constitutes a large and interesting share of the labor of those employed in the recording and disposition of property matter. This is due almost exclusively to want of information on the part of the public as to the requirements in the particular mentioned; and it must be admitted that this lack of information on the subject is too largely shared by postmasters, notwithstanding the plain provisions of the regulations, the rulings in the guides, and other measures taken by the Department for their enlightenment.

Articles of merchandise, no matter how small the quantity, or whether sent as gifts or otherwise, unless "genuine trade samples of goods

actually on hand and for sale," can only be sent in the postal-union mails when fully prepaid at the foreign letter rate of postage, 5 cents per half ounce.

HOLIDAY MAIL.

As a result of this too-little-understood requirement, thousands of parcels and letters containing articles of merchandise annually reach the Dead-Letter Office. This is particularly true immediately following the holiday season, and they lend a somewhat pathetic coloring to the prosaic routine of the office, evidencing, as they do, the failure of so many friendly and affectionate purposes.

Upon receipt of this class of matter the senders are communicated with if known, and if not the addressees, in whatever part of the world they may be located, are notified and given the option to furnish the requisite postage for forwarding, to have the matter sent to them by express, or to furnish the names and addresses of the senders, in which latter case the parcels or letters are returned without charge.

Annually, during the week preceding Christmas, articles of property which have not been reclaimed after being held for two weeks are sold at auction. Included in these sales, however, are such parcels as being unaddressed, have been held at least six months. The proceeds of these sales are turned into the Treasury.

FROM OTHER COUNTRIES.

Through the hands of the employees in charge of the foreign work passes all matter originating in foreign countries and found undeliverable in the United States, as well as all matter originating in this country and returned from foreign countries as undeliverable. This interchange is in pursuance of a stipulation of the Universal Postal Union Convention, and is had with nearly ninety different postal administrations. Before returning matter to foreign countries it is examined with care, imperfect addresses corrected, so far as may be, and another effort made at delivery.

RETURN MATTER REGISTERED.

Ordinary letters are not recorded before return, but are sent with a bill in regularly numbered dispatches, which are duly acknowledged upon receipt. Parcels of obvious value are, however, carefully recorded, as is of course all registered matter. So minute is the record in the latter case that, in the event of inquiry, the Dead-Letter Office number, the number upon the registered bill, the number of the dispatch, the registered number of the post-office at the port of shipment, and the name of the vessel by which shipped can be given, thus rendering identification absolute and the tracing only a matter of time.

Numerically considered, letters without inclosures of value constitute by far the most conspicuous feature of the operations of the office, and their treatment and ultimate disposition engage the services of a larger proportion of the entire force than is employed in any other line of duty.

Though important because of its bulk, and though desirable that all letters of this character possible to be returned should reach the hands of the senders, experience has shown that it is necessary at times to subordinate this work to other more pressing requirements; in other

words, to give the first consideration to those features of the general work which are of superior consequence and which can not be postponed or neglected without detriment to the interests of the public.

NAMES OF SENDERS SHOULD BE ADDED.

It may appear a vain and profitless repetition, yet possibly not without some advantage, to state that if the senders of letters were careful to inclose with them their names and addresses they would prevent the consignment of such letters to the waste in the event of nondelivery.

Equally vain, possibly, is the renewal of the suggestion that if the names and addresses of senders were placed upon the outside of letters their direct return, without the intervention of the Dead-Letter Office, would be assured.

MISSING MAIL MATTER.

Applications for missing mail matter, which are very numerous, are systematically treated. Each application is jacketed, and for the convenience of search, twice recorded, first in the name of the applicant, and second in the name of the addressee of the missing letter or parcel. Fully half of these applications are vague and lacking in particulars essential to search. The requisite data are procured, either from the applicants or from the postmasters, mainly by printed interrogatories to which replies are sought. The necessary information gained, careful search is made for the missing letter or parcel in the proper branch, and if record is found the disposition is noted and the applicant advised of the same. If no record is found the applicant is similarly advised, and the papers referred to the chief post-office inspector for such further investigation as may be practicable.

The prevalent opinion that mail matter is held in this office for a fixed period has already been noted. To this conviction may be attributed the thousands of applications for letters without valuable inclosures. Such it is impossible to trace, and no information can be given concerning them, except that if they had reached the Dead-Letter Office they would have been returned to sender or destroyed, leaving no record or trace.

The museum attached to this office shares largely in the interest which the operation of the establishment incites. Though small, it is conspicuous from the fact that every one of the articles which it contains was sent or was sought to be sent through the mails. The collection is curiously illustrative of the variety of uses and purposes to which the energetic "paternalism" of the postal service freely lends itself.

MAIL MATTER RECEIVED AND DISPOSED OF DURING THE YEAR.

There were received during the year 5,976,960 pieces of original unclaimed matter. Of these 536,904 pieces originated in foreign countries, to which they were returned unopened, except such as it was found possible to deliver upon correction of address.

Of the matter originating in the United States there were delivered to owners 2,501,737 pieces. The residue failed of delivery through the neglect of the senders either to sign their full names or to give their correct addresses.

It is believed, however, that the utility of the "request" system is gradually growing in public appreciation, and that to this fact may be attributed, in large degree, the marked decrease in the receipts of

the office during recent years, such decrease amounting for the past year to 276,403 pieces. It is not improbable also that the steady reduction noted may have been to some extent due to the stringency in business and to the consequent contraction in commercial correspondence.

Of the 5,291,241 letters and parcels opened 390,203 were found to contain inclosures of value, the disposition of which is shown in detail in the tabular statements.

Those containing money were of the following classes: Ordinary unclaimed, 15,937 pieces, containing \$21,270.54; registered, 342 pieces, \$1,179.01; unmailable, 9,253 pieces, \$6,423.01; without address, 8,821 pieces, \$2,174.82; a total of 34,353 pieces, containing \$31,047.38. Of these, 21,152 pieces, containing \$23,733.25, were delivered, and 1,635 pieces, containing \$4,176.01, are in the hands of postmasters awaiting delivery, receipts not having been received at this office.

The 8,821 blank (or unaddressed) letters mentioned above are not such as failed of proper direction by reason of the haste or negligence of the senders, but represent different and generally very small sums of money found loose in the mails and in post-offices. This class of losses is mainly due, probably, either to careless wrapping or to the poor quality of envelopes or other forms of covers used.

The money so found loose in the mails is turned in by the railway-mail service to the post-offices at division headquarters, and is, together with that found in the various post-offices, sent to the Dead-Letter Office, separately enveloped. Obviously no steps can be taken in these cases looking to the discovery of the owners, and therefore the envelopes are immediately filed and the money held subject to future identification and reclamation.

The letters which were found to contain commercial papers, such as drafts, checks, notes, letters of credit, money orders, etc., and papers affecting titles, such as deeds, mortgages, wills, etc., numbered 28,691, with inclosures of the face value of \$896,970.20. There were delivered 27,550 of the face value of \$789,275.91, the remainder having either failed of delivery or being outstanding in the hands of postmasters.

As has been shown, the number of money letters was 34,353, and the total value of the contents \$31,047.38, an average of about 90 cents to the letter. This was from a total of 5,291,241 letters opened. During the fiscal year ended June 30, 1888, out of 5,467,042 letters opened there were found but 20,437 money letters, but these contained the aggregate sum of \$35,245.38, or an average of about \$1.72 to the letter.

This striking discrepancy (being an increase of 68 per cent in the number of letters and a decrease of 47 per cent in the average inclosure) is doubtless largely to be accounted for by the numerous fraudulent enterprises which have been undertaken in recent years, and which have been pursued by the agents of the postal service, declared fraudulent under the law, and mail matter addressed to them intercepted and sent to the Dead-Letter Office. While the letters of this character are numerous, the inclosures are generally small in amount.

It is possible also that the abandonment of the postal note system has resulted in the more frequent transmission of petty sums in actual money through the mails.

During the fiscal year ended June 30, 1896, the number of letters containing postage stamps was 155,352, while for the last fiscal year the number was 174,115, an increase of 18,763. It should be noted that while this great increase in stamp letters is shown, there was a decrease during the year in every other class of letters containing inclosures of value.

Doubtless the payment in stamps for small purchases made through the mails is constantly increasing. Following the late general political canvass a very large amount of sealed matter was received containing stamps or postal cards for reply, thus noticeably swelling the normal receipts of this class of matter. Besides, the conditions leading to the increased number of letters containing small amounts of money are applicable also in the case of stamp letters.

The tables and condensed statements which follow exhibit in detail the results attained during the year in the receipt and disposition of the several classes of mail matter.

VOLUME OF MATTER HANDLED.

Classification of mail matter received in the Dead-Letter Office during the fiscal year ended June 30, 1897.

Ordinary unclaimed letters.....	4, 419, 700	
Unclaimed letters returned from foreign countries without card addresses.....	136, 600	
Ordinary unclaimed letters with card addresses.....	9, 873	
Unclaimed letters returned from foreign countries with card addresses...	71, 839	
Letters mis sent to this office.....	3, 883	
Held for postage:		
Foreign address.....	4, 685	
Domestic address.....	71, 277	
Parcels.....	6, 940	
		82, 902
Misdirected:		
Ordinary letters.....	319, 245	
Addresses corrected and returned as undeliverable.....	13, 792	
Parcels.....	4, 690	
		337, 727
Without address:		
Ordinary letters.....	28, 098	
Envelopes containing money found loose in the mails.....	8, 821	
Parcels.....	21, 788	
		58, 707
Domestic hotel letters.....		186, 512
Fictitious addresses.....		65, 546
Unclaimed registered letters and parcels (domestic).....		6, 960
Miscellaneous letters.....		5, 156
Parcels:		
Unmailable, addressed to foreign countries.....	14, 573	
Excess of weight and measure.....	513	
Ordinary unclaimed.....	26, 639	
Unclaimed, returned from foreign countries with card address.....	7, 595	
Unclaimed, containing photographs.....	5, 331	
		54, 651
Originating in foreign countries:		
Unclaimed letters.....	371, 969	
Misdirected letters and postal cards.....	57, 930	
Hotel letters.....	12, 072	
Fictitious addresses.....	1, 753	
Registered letters.....	18, 534	
Printed matter, samples, etc.....	74, 646	
		536, 904
Total.....		5, 976, 960

Mail matter on hand from preceding year.

Unopened, held for postage, and foreign matter.....	484
Opened, in process of treatment.....	16, 101
Outstanding, in hands of postmasters.....	4, 716
Total.....	21, 281

Disposition of mail matter unopened.

Card and request matter returned to senders:		
Ordinary unclaimed letters.....	9, 873	
Unclaimed letters returned from foreign countries.....	71, 839	
Hotel letters.....	254	
Misdirected letters.....	964	
Held-for-postage letters.....	1, 996	
Registered letters.....	3, 780	
Unclaimed parcels returned from foreign countries.....	7, 595	
		<hr/> 96, 301
Held-for-postage matter:		
Letters and parcels forwarded on payment of postage.....	3, 014	
Letters forwarded to officials.....	250	
		<hr/> 3, 264
Misdirected matter:		
Domestic letters delivered to corrected addresses.....	45, 408	
Foreign letters delivered to corrected addresses.....	9, 708	
		<hr/> 55, 116
Foreign matter:		
Delivered to applicants.....	1, 249	
Returned to countries of origin.....	523, 729	
		<hr/> 524, 978
Missent letters.....		<hr/> 3, 833
		<hr/> 683, 542
Total delivered unopened.....		
On hand, awaiting delivery:		
Held for postage, foreign address.....	156	
Foreign registered letters.....	208	
Ordinary foreign letters.....	2, 277	
		<hr/> 2, 641
Grand total.....		<hr/> 686, 183

Classification of mail matter opened during the year.

Ordinary unclaimed letters.....	4, 419, 700
Unclaimed letters returned from foreign countries.....	136, 600
Hotel letters.....	186, 258
Misdirected letters.....	286, 665
Held-for-postage letters.....	70, 763
Fictitious letters.....	65, 546
Registered letters.....	3, 160
Letters without address.....	28, 098
Miscellaneous letters.....	5, 156
Envelopes containing money found loose in the mails.....	8, 821
Parcels.....	80, 474
Total.....	<hr/> 5, 291, 241

Disposition of mail matter opened, including letters on hand and outstanding from preceding year.

Delivered:	
Letters containing money.....	21, 152
Letters containing drafts, money orders, etc.....	27, 500
Letters containing miscellaneous papers, etc.....	32, 926
Letters containing postage stamps.....	157, 562
Letters containing manuscript.....	818
Letters containing nothing of value.....	2, 064, 192
Photographs.....	23, 089
Parcels of merchandise, books, etc.....	25, 642
	<hr/> 2, 352, 881
Returned to owners and awaiting evidences of delivery:	
Letters containing money.....	1, 635
Letters containing drafts, notes, etc.....	2, 210
Letters containing nothing of value.....	83
Photographs.....	10
Parcels of merchandise, books, etc.....	18
	<hr/> 3, 956

Under treatment looking to delivery:			
Letters containing money.....	4,047		
Letters containing nothing of value.....	6,000		
Parcels of merchandise, books, etc.....	234		
			10,281
Filed upon failure to deliver, subject to reclamation:			
Letters containing money.....	13,874		
Letters containing drafts, notes, etc.....	1,162		
Letters containing miscellaneous papers.....	3,045		
Letters containing postage stamps.....	2,878		
Letters containing manuscript.....	535		
Photographs.....	7,126		
Letters containing nothing of value.....	800		
Parcels of merchandise, books, etc.....	42,010		
			71,430
Destroyed:			
Letters and circulars without inclosures, which could not be returned to writers.....	2,841,993		
Parcels containing pamphlets, fruits, seeds, medicines, etc.....	17,413		
Letters containing postage stamps.....	13,675		
Letters containing miscellaneous papers, etc.....	429		
			2,873,510
Grand total.....			5,312,058

Recapitulation, showing amount of matter handled during the year.

RECEIVED.

Domestic:			
Original dead matter.....	5,440,056		
Unopened letters awaiting delivery July 1, 1896.....	197		
Opened letters in process of treatment.....	16,101		
Opened letters outstanding July 1, 1896.....	4,716		
			5,461,070
Foreign:			
Original dead matter.....	536,904		
Original letters awaiting delivery July 1, 1896.....	267		
			537,171
Total (domestic and foreign).....			5,998,241

DISPOSITION.

Domestic:			
Delivered during the year.....	2,501,737		
Filed during the year.....	71,430		
Outstanding July 1, 1897.....	3,956		
Destroyed (unsigned letters, circulars, etc.).....	2,873,510		
Opened letters in process of treatment July 1, 1897.....	10,281		
Unopened letters awaiting delivery July 1, 1897.....	156		
			5,461,070
Foreign:			
Returned to countries of origin.....	523,729		
Delivered to corrected addresses.....	9,708		
Delivered to applicants.....	1,249		
Awaiting delivery July 1, 1897.....	2,485		
			537,171
Total.....			5,998,241

MATTER RETURNED FROM FOREIGN COUNTRIES.

The number of pieces of mail matter originating in the United States and returned to the Dead-Letter Office as undeliverable were classified as follows:

Registered articles.....	2,415
Ordinary letters (including postal cards).....	230,064
Parcels of printed matter, samples, etc.....	118,938
Total.....	351,417

DEAD REGISTERED MATTER.

Of the 6,960 unclaimed registered letters and parcels of domestic origin received there were—

Delivered to addresses or restored to senders	5,649
Returned to postmasters for delivery and awaiting receipt	148
Filed upon failure to discover ownership and awaiting reclamation	1,163
Total	6,960

VALUE OF INCLOSURES IN MAIL MATTER RESTORED TO OWNERS.

The following table shows the number of letters restored to owners, or in the course of restoration, with the character and value of contents:

Description.	Number.	Value.
Letters containing money restored to owners	21,152	\$23,733.26
Letters containing money outstanding in the hands of postmasters for restoration to owners	1,635	4,178.01
Letters containing drafts, checks, notes, money orders, etc., restored to owners	27,530	789,275.91
Letters containing drafts, checks, notes, money orders, etc., outstanding in the hands of postmasters for restoration to owners	2,210	15,792.61
Letters containing postage stamps restored to owners	157,562	5,968.68

Disposition of parcels filed in the Dead-Letter Office.

Addressed parcels:	
Unclaimed from receipts 1894-95, prepared for sale of 1897	26,562
Unclaimed from receipts 1895-96, filed	25,337
Unclaimed from receipts 1896-97, filed	25,052
Total	76,951
Unaddressed parcels:	
Unclaimed from receipts 1896-97	16,554
Total number of parcels on hand	93,505
Disposed of by sale, 1896:	
Parcels unclaimed from 1893-94 (addressed)	27,309
Parcels unclaimed from 1895-96 (unaddressed)	17,099
Total number sold	44,408
Proceeds of sale, \$3,225.05.	

REVENUE DERIVED FROM DEAD MAIL MATTER.

The amount of revenue derived from dead mail matter during the year and delivered to the Third Assistant Postmaster-General for deposit in the Treasury is shown by the following statement:

Amount separated from dead letters that could not be restored to owners	\$8,302.23
Amount realized from auction sale in December, 1896, of parcels of merchandise which could not be restored to owners	3,152.49
Total	11,454.72

POSTAGE STAMPS.

The following amounts of postage stamps were received in the Dead-Letter Office from the several sources named and were destroyed under proper supervision:

Separated from dead letters for which no owner could be found.....	\$624.62
Found loose in the mails and sent to the Dead-Letter Office by postmasters..	529.36
Received for payment of postage on held-for-postage matter forwarded to destination and parcels of third and fourth class matter returned to senders (sent out from Dead-Letter Office under an official envelope)....	465.93
Received from postal administration of Canada United States postage stamps accepted by that administration in payment of postage on matter held for postage to Canada, in accordance with the agreement between the two countries	149.46
Total value of stamps destroyed.....	1,769.37

In addition to the above, postage stamps to the value of \$1,567.78 have been received and affixed to parcels of matter addressed to foreign countries not transmissible in the mails unless prepaid at letter rates of postage.

In the exchange of postage on short-paid matter addressed to either country there have been received from the Canadian administration United States postage stamps to the amount of \$149.46. There were returned to Canada by this office Canadian postage stamps amounting to \$71.77, leaving a balance due the Canadian administration of \$77.69, which has been duly reported for payment.

DEAD MATTER GIVEN TO CHARITABLE INSTITUTIONS.

During the year 19,814 magazines, illustrated papers, picture cards, etc., which could not be restored to owners, were distributed among the inmates of the various hospitals, asylums, and other charitable institutions in the District of Columbia by order of the Postmaster-General.

The following shows the number and character of the matter distributed:

Magazines.....	6,135
Pamphlets.....	4,481
Illustrated papers	6,965
Picture cards, etc.....	2,233
Total	19,814

INQUIRIES FOR MISSING MAIL MATTER.

The number of formal written applications for missing mail matter was 22,280. To these must be added those of which no record was made and which were summarily answered. Neither was any record made of personal applications upon which search was made and the result communicated to the applicants.

It should be noted that no small proportion of these applications represent no actual loss, it being ascertained upon inquiry that the matter inquired for had been duly delivered and the addressees had refused or neglected to make acknowledgment. Experience has also shown that inquiries are frequently made not from the knowledge of an actual or probable loss, but in the faint hope that they may result in some undefined advantage to the applicants.

Where no trace was found of valuable letters or parcels shown or believed to have gone astray, the cases were referred to the chief post-office inspector for further investigation.

Elsewhere in this report allusion has been made to the fact that letters without inclosures can not be traced in this office, though shown to have been sent here. Many of the applications are for matter of this character, and for the convenience and information of applicants certain printed matter is supplied to them, setting forth in condensed form the treatment accorded to the several classes of mail matter reaching the Dead-Letter Office.

During the year there were also written 5,878 special communications, conveying instructions to postmasters, calling attention to and construing provisions of the Postal Laws and Regulations touching the treatment of the various classes of mail matter, and in responding to inquiries where no form of circular was applicable.

To these are to be added the blank inquiry forms and circular notices used in the procuring of data and in the notification of applicants. No account is taken of these, but the character of each, with date of issue, is noted upon the jacket.

Statement showing number of pieces of dead mail matter treated in the Dead-Letter Office during the fiscal year ended June 30, 1897.

Received.	Number.
Domestic mailable letters received during the year.....	4, 893, 953
Domestic unmailable letters:	
Held for postage—	
On hand July 1, 1896.....	197
Received during the year.....	75, 962
	76, 159
Misdirected.....	833, 037
Without address.....	28, 098
Envelopes containing money found loose in the mails.....	8, 821
Miscellaneous.....	5, 156
Domestic third and fourth class matter (parcels).....	88, 069
Foreign matter:	
On hand July 1, 1896.....	53
Received during the year.....	443, 724
Printed matter, samples, etc.....	74, 646
	518, 423
Registered matter:	
On hand July 1, 1896, foreign.....	214
Received during the year—	
Domestic.....	6, 960
Foreign.....	18, 534
	25, 708
Opened letters outstanding and on hand July 1, 1896.....	20, 817
Total.....	5, 998, 241

Disposition.	Delivered unopened.	Opened.	On hand July 1, 1897.
Domestic mailable letters.....	85, 849	4, 808, 104	
Domestic unmailable letters:			
Held for postage.....	5, 240	70, 763	156
Misdirected.....	46, 372	286, 685	
Without address.....		28, 098	
Envelopes containing money found loose in mails.....		8, 821	
Miscellaneous.....		5, 156	
Registered letters:			
Domestic mailed.....	3, 800	3, 160	
Foreign mailed.....	18, 540		208
Domestic third and fourth class matter (parcels).....	7, 695	80, 474	
Foreign matter:			
Ordinary letters.....	441, 500		2, 277
Printed matter, samples, etc.....	74, 646		
Opened letters on hand and outstanding July 1, 1896.....		20, 817	
Total.....	683, 542	5, 212, 058	2, 641
Grand total.....			5, 998, 241

Statement showing the disposition of mail matter opened in the Dead-Letter Office during the fiscal year ended June 30, 1897.

	Containing money.		Containing drafts, notes, etc.		Containing re-merchandise, paid notes.	Containing photographs.	Containing postage stamps.	Containing manuscript.	Containing nothing of value.	Total.	
	Number.	Value.	Number.	Value.						Number.	Value.
RECEIVED.											
Outstanding in the hands of postmasters at close of last fiscal year.	2,462	\$4,939.46	2,181	\$30,488.00	22	21			30	4,716	\$85,427.46
On hand undisposed of in Dead-Letter Office at close of last fiscal year.	3,893	2,288.67			208				12,000	16,101	2,288.67
Received during the year.	34,353	31,047.38	28,691	896,970.20	85,087	30,204	174,115	1,353	4,901.038	5,291.241	928,017.58
Total	40,708	38,275.51	30,872	927,458.20	85,317	30,225	174,115	1,353	4,913.068	5,312.058	965,733.71
DISPOSITION.											
Delivered to owners.	21,152	23,733.25	27,500	789,275.91	25,643	32,926	157,562	818	2,064.192	2,352.881	813,009.16
Filed in Dead-Letter Office on failure to deliver to owners.	13,874	8,520.80	1,162	122,389.68	42,010	3,045	7,126	585	6,800	71,430	130,910.48
Destroyed on failure to deliver to owners.					17,413	429			2,841.993	2,873,510	
On hand in Dead-Letter Office undisposed of.	4,047	1,845.45			234				6,000	10,281	1,845.45
Outstanding in the hands of postmasters for restoration to owners.	1,635	4,176.01	2,210	15,792.61	a 18	a 10			a 83	3,956	19,968.62
Total	40,708	38,275.51	30,872	927,458.20	85,317	30,225	174,115	1,353	4,913.068	5,312.058	965,733.71

a Registered matter.

b Registered letters without valuable inclosures.

c Including advertising circulars, cheap picture cards, unsigned letters, etc.

Statement of unmailable, hotel, and fictitious matter received at the Dead-Letter Office for the fiscal year ended June 30, 1897.

Received.	Number.	Disposition.	Number.
Letters:		Letters:	
Held for postage—		Held for postage—	
Foreign address..... 4,685		Foreign address, circulars sent to collect postage..... 4,184	
Domestic address..... 71,277	75,962	Official, forwarded..... 230	
Misdirected—		Returned to card address..... 1,096	
Ordinary..... 374,366		Opened..... 69,552	75,962
Without address..... 28,658	402,464	Misdirected— ^a	
Hotel..... 198,584		Turned over to foreign division..... 55,121	
Fictitious..... 67,299		Address corrected and forwarded..... 59,200	
Returned, misdirected..... 13,792		Returned to card address..... 964	
Miscellaneous..... 5,156		Opened..... 259,081	
Total letters..... 763,257		Without address, opened..... 28,098	402,464
		Hotel—	
Parcels:		Turned over to foreign division..... 12,072	
Held for postage..... 6,940		Returned to card address..... 254	
Misdirected..... 4,690		Opened..... 186,258	198,584
Without address..... 21,788		Fictitious—	
Containing unmailable matter..... 14,573		Returned to foreign division..... 1,753	
Excess of weight and measure..... 512		Opened..... 65,540	67,299
Total parcels..... 48,504		Returned misdirected, opened..... 13,792	
		Miscellaneous, opened..... 5,156	
		Total letters..... 763,257	
		Parcels examined and turned over to other divisions..... 48,504	
Grand total..... 811,761		Grand total..... 811,761	

^a Exclusive of postal cards.

Statement showing dead mail matter of foreign origin received and disposed of during the fiscal year ended June 30, 1897.

Received.		Disposition.	
Class.	Number.	Class.	Number.
Registered articles:		Registered articles:	
On hand July 1, 1896.....	214	Returned to country of origin.....	17, 603
Received during year.....	18, 534	Delivered to addresses.....	540
	18, 748	Misdirected letters forwarded to corrected addresses.....	388
Ordinary letters: a		On hand.....	208
On hand July 1, 1896.....	53		18, 748
Received during year.....	443, 724	Ordinary letters:	
	443, 777	Returned to country of origin.....	434, 091
Parcels and printed matter received during year.....	74, 646	Delivered to addresses.....	480
		Misdirected letters forwarded to corrected addresses.....	5, 929
		On hand.....	2, 277
			443, 777
		Parcels and printed matter:	
		Returned to country of origin.....	72, 035
		Delivered to addresses.....	220
		Misdirected, forwarded to corrected addresses.....	2, 391
			74, 646
Total.....	537, 171	Total.....	537, 171

a This number includes postal cards.

Total number of articles disposed of:	
Returned to country of origin.....	523, 729
Delivered to addresses.....	1, 249
Misdirected letters forwarded to corrected addresses.....	9, 708
On hand.....	2, 485

Statement showing the number of letters originating in the United States and returned by foreign countries as undeliverable during the fiscal year ended June 30, 1897.

Class.	Number.
Registered letters.....	2, 415
Ordinary letters (including postal cards).....	230, 084
Parcels and printed matter.....	118, 938
Total.....	351, 437

Table showing class and number of pieces of undelivered matter returned to and received from foreign countries.

Countries.	Returned to—				Received from—			
	Registered.	Ordinary.	Parcels and printed matter.	Total.	Registered.	Ordinary.	Parcels and printed matter.	Total.
Antigua.....	1	70	8	79	.....	56	.....	56
Argentine Republic.....	97	934	314	1,345	525	2,534	30	3,089
Austria-Hungary.....	4,892	38,980	3,838	47,204	.....	.....	.....	.....
Bahamas.....	11	1,307	.....	1,318	3	687	278	963
Bangkok, Siam.....	5	28	4	37	.....	.....	.....	.....
Barbados.....	3	239	69	311	2	496	90	588
Belgium.....	124	2,213	2,371	4,708	.....	.....	.....	.....
Bermuda.....	6	419	13	438	1	537	61	599
Bolivia.....	4	23	11	38	2	56	3	61
Brazil.....	147	774	172	1,093	83	2,866	3,834	6,783
British Guiana.....	.....	137	9	146	8	209	809	1,026
British Honduras.....	4	125	7	136	2	104	1	107
British India.....	22	948	759	1,729	17	750	1,971	2,744
Bulgaria.....	149	108	7	259	.....	.....	.....	.....
Canada.....	652	83,876	3,702	87,230	268	69,433	15,382	85,083
Ceylon.....	30	50	16	80	.....	.....	.....	.....
Chili.....	5	556	85	671	.....	792	1,029	1,821
Colombia, Republic.....	25	594	45	664	46	521	4	571
Costa Rica.....	7	220	25	252	54	173	.....	227
Cuba.....	112	3,181	64	3,357	.....	2,794	.....	2,794
Danish West Indies.....	7	202	1	210	.....	502	.....	502
Denmark.....	65	4,180	561	4,756	.....	.....	.....	.....
Dominica.....	3	19	3	25	.....	4	.....	4
Ecuador.....	4	63	14	81	.....	.....	.....	.....
Egypt.....	23	256	213	492	14	417	307	738
France.....	724	10,289	13,405	24,418	.....	6,088	1,859	7,927
French West Indies.....	1	47	2	51	.....	17	1	18
Germany.....	3,293	49,638	10,607	63,538	.....	.....	.....	.....
Gibraltar.....	6	154	17	177	1	63	17	81
Great Britain.....	1,115	79,022	18,696	98,833	608	58,079	25,490	84,777
Greece.....	83	928	247	1,258	.....	.....	.....	.....
Grenada.....	2	16	.....	18	.....	60	101	161
Guatemala.....	14	564	273	851	5	1,557	.....	1,562
Hawaii.....	9	924	77	1,010	42	814	59	915
Hayti.....	4	129	8	141	3	149	1	153
Honduras, Republic.....	.....	140	11	151	.....	407	.....	407
Hongkong.....	29	518	100	647	1	234	142	377
Italy.....	2,508	46,076	6,028	55,212	7	3,759	829	4,586
Jamaica.....	7	574	28	609	11	2,010	22	2,063
Japan.....	181	1,657	495	2,286	.....	2,043	1,278	3,321
Java, Netherlands Indies.....	11	88	24	121	5	7	2	14
Liberia.....	7	71	.....	78	.....	87	.....	87
Luxemburg.....	46	400	58	504	.....	.....	.....	.....
Malta.....	11	81	8	100	.....	.....	.....	.....
Mauritius.....	4	40	16	60	.....	.....	.....	.....
Mexico.....	127	11,353	307	11,787	281	18,821	1,661	20,869
Montserrat.....	.....	27	2	29	.....	2	.....	2
Netherlands.....	43	2,406	1,514	3,963	.....	453	297	750
Netherlands, West Indies.....	6	55	5	66	.....	55	331	386
Nevis.....	.....	7	.....	7	.....	1	1	2
Newfoundland.....	10	857	42	909	1	2,681	2	2,684
New South Wales.....	28	944	242	1,214	22	1,626	984	2,632
New Zealand.....	12	657	156	825	8	520	13,003	13,531
Nicaragua.....	14	210	36	260	52	237	24	313
Norway.....	111	8,094	1,067	9,872	.....	.....	.....	.....
Paraguay.....	8	23	14	40	.....	25	.....	25
Peru.....	1	29	3	33	.....	.....	.....	.....
Pern.....	6	185	7	198	61	225	.....	286
Philippines.....	2	53	19	74	.....	15	.....	15
Portugal.....	263	3,940	265	4,468	23	472	855	1,330
Puerto Rico.....	9	108	14	131	.....	26	.....	26
Queensland.....	19	274	38	331	4	317	183	504
Romania.....	113	1,640	80	1,833	.....	.....	.....	.....
Russia.....	1,640	44,919	879	47,438	.....	.....	.....	.....
St. Kitts.....	2	133	1	136	2	18	1	21
St. Lucia.....	1	55	.....	56	.....	51	.....	51
St. Vincent.....	.....	39	.....	39	.....	9	.....	9
Salvador, Republic.....	6	128	81	215	78	475	.....	553
Santo Domingo.....	10	136	4	150	.....	60	.....	60
Servia.....	16	27	5	48	.....	.....	.....	.....
Shanghai, United States postal agency.....	3	13	2	18	.....	.....	.....	.....
Society Islands.....	1	25	.....	26	.....	2	.....	2
South African Republic.....	10	544	51	614	10	611	19	640
Spain.....	73	1,288	811	2,170	6	491	792	1,289
Straits Settlements.....	18	46	27	91	.....	86	.....	86

Table showing class and number of pieces of undelivered matter, etc.—Continued.

Countries.	Returned to—				Received from—			
	Registered.	Ordinary.	Parcels and printed matter.	Total.	Registered.	Ordinary.	Parcels and printed matter.	Total.
Surinam		20		20				
Sweden	167	20,105	1,187	21,459				
Switzerland	349	3,843	2,081	6,273				
Tasmania		78	4	82		59	69	128
Tobago		8		8				
Trinidad	6	147	9	162	5	284	28	317
Turkey	71	1,026	154	1,251				
Turks Islands		35		35		24		24
Uruguay	12	147	25	184	11	345	2	358
Venezuela	18	402	150	570		36		36
Victoria	18	648	198	863	27	1,361	365	1,753
Universal Postal Union					9	40,888	46,784	86,631
Miscellaneous					4	897	1	902
Total	17,603	434,091	72,035	523,729	2,415	230,084	118,988	351,437

Statement showing the classification, number, and disposition of dead registered letters received in the Dead-Letter Office during the fiscal year ended June 30, 1897.

Received.	Number.	Disposition.	Number.
Domestic:		Delivered unopened:	
Official	20	To foreign division	18,534
Ordinary	3,160	To Executive Departments	20
Request	3,780	Card and request	3,780
Foreign	18,534	Opened	3,160
Total	25,494	Total	25,494

Contents of letters opened.	Disposition of letters opened.				Total.
	Deliv- ered.	Filed.		Outstand- ing and on hand.	
		Orig- inally filed.	Returned and filed.		
Money	218	22	73	29	342
Drafts, money orders, etc.	62	6	19	8	95
Photographs, receipts, stamps, etc.	186	76	23	10	295
Merchandise	1,144	113	81	18	1,356
Nothing of value.....	239	699	101	83	1,122
Total.....	1,849	916	247	148	3,160

Statement showing the receipt, treatment, and disposition of parcels in the Dead-Letter Office for fiscal year ended June 30, 1897.

RECEIVED.

Addressed parcels:	
Verified with lists and recorded	58,579
Verified with lists and destroyed	8,061
	66,640
Unaddressed parcels, including letters containing merchandise:	
Contents verified with lists and recorded	21,756
Total	88,396

Treatment:**Addressed parcels—**

Forwarded to addressees or returned to senders.....	11,262
Delivered to other divisions for disposition.....	2,700
Destroyed, perishable, and matter without value.....	6,002
Filed; no clew to owner ascertainable.....	16,717
Notices of detention sent.....	21,664
Verified with lists and destroyed.....	8,061
	<hr/> 66,406

Unaddressed parcels—

Delivered to other divisions.....	1,915
Destroyed, perishable, and matter without value.....	3,287
Filed; no clew to owner ascertainable.....	16,554
	<hr/> 21,756

Addressed parcels in process of treatment..... 234

, Total.....

88,396

DISPOSITION.**Delivered:**

Forwarded or returned in treatment.....	11,262
Forwarded by mail on return of notice, etc.....	13,295
Forwarded by express on return of notice, etc.....	756
Forwarded from receipts of previous year.....	1,446

Total.....

26,759

Failed of delivery and returned and filed..... 815

Delivered or awaiting delivery by postmasters..... 25,944

Filed:

No clew to owner when examined or notices not returned.....	40,791
Sent to postmasters and returned.....	815
	<hr/> 41,606

Destroyed:

From lists.....	11,348
In treatment.....	6,002
At owner's request.....	93
	<hr/> 17,443

Delivery to other divisions..... 4,615

In process of treatment.....

234

Total.....

89,842

Delivered from receipts of previous year..... 1,446

Total.....

88,396

DIVISION OF CORRESPONDENCE.

It is the duty of the division of correspondence to prepare answers to all inquiries made by other divisions of the Department, postmasters or other postal employees, as to the proper construction of the regulations or orders of the Postmaster-General, and to correspond with postmasters and the public upon miscellaneous matters not specially assigned to other divisions; to keep a record of decisions and constructions relative to the postal service, and to prepare such as are deemed advisable as rulings for publication in the Postal Guide, for the information of postal employees.

Cases involving the delivery of mail, the ownership of which is in dispute, are also assigned to this division. The questions involved in these cases are generally exceedingly delicate, and require much time and careful attention to reach proper conclusions. While of course the decisions rendered have not been satisfactory to all parties to the controversies,

they have been accepted as final in nearly every instance, the parties thereby being relieved of the expense, loss and delay necessarily incident to appeals to the courts, pending the decisions of which the letters are in some cases held by the postmasters as "in dispute."

Instructions, rulings, and correspondence concerning the use of the penalty envelope, the franking privilege, and the free use of the mails by State agricultural experiment stations for mailing bulletins and reports, are prepared in this division.

GREEN GOODS CORRESPONDENCE SUPPRESSED.

The dealers in alleged counterfeit money, or what is known as "green goods," have, after a period of comparative inactivity, renewed their efforts to do business with the unsuspecting public, or at least persons who are willing to purchase counterfeit money. These parties are, however, forced to transact their business by the telegraph, as they are unable to receive letters by mail, owing to the strict enforcement of the act of Congress approved March 2, 1889, which authorizes the Postmaster-General to withhold from delivery letters addressed to such alleged dealers and to require them to appear before the postmaster for thorough identification. The Department has a list of 3,700 names and addresses of "green goods" dealers. No letter addressed to any one of these is delivered, as no attempt is made at identification, the dealer depending entirely upon the telegraph to put him into communication with his intended victim.

BOYCOTTING POSTMASTERS.

Bills have been introduced in Congress at various times which, if enacted into law, would very materially decrease the practice of boycotting postmasters. Owing to political differences, selfish motives, petty jealousies, etc., in certain communities the letters that should be mailed at the most convenient post-office are deposited with some individual (frequently the former postmaster) and sent to the cars or some other post-office for mailing, and as the compensation of the fourth-class postmaster is principally fixed by the number of stamps canceled, he is thus deprived of a part of the pay contemplated by law, but is still required to maintain an office and perform the services incident thereto.

A law should be enacted which would prevent such collection of letters within a reasonable distance of a post-office, or the maintenance of any such unauthorized depository for mail. Such a law would not only enable the postmaster to get his legitimate compensation, but would also relieve the postal service of many complaints concerning lost letters, which after investigation will be found not to have been deposited in the mails.

PERRY S. HEATH,

First Assistant Postmaster-General.

HON. JAS. A. GARY,
Postmaster-General.



REPORT
OF THE
SECOND ASSISTANT POSTMASTER-GENERAL
TO THE
POSTMASTER-GENERAL
FOR
1897.

REPORT

OF THE

SECOND ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
OFFICE SECOND ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., October 11, 1897.

SIR: I have the honor to submit the following report of the office of the Second Assistant Postmaster-General for the fiscal year ended June 30, 1897, nine months of which were under the control of my predecessor:

MAIL SERVICE IN GENERAL.

The mail service in operation on June 30, 1897, was as follows:

	Number.	Aggregate length.	Annual rate of expenditure.
		<i>Miles.</i>	
Star routes	21, 517	265, 598. 98	\$5, 363, 903. 41½
Special office routes	795	5, 940. 75	18, 957. 58
Steamboat routes	153	17, 274. 31	426, 389. 55
Railroad routes	2, 587	173, 475. 23	30, 171, 542. 69
Mail-messenger routes	7, 098	5, 189. 71	941, 864. 41
Wagon routes (in cities)	171	1, 521. 18	703, 876. 00
Electric and cable car routes	170	1, 031. 91	183, 038. 43
Railway post-office car routes	228	39, 493. 58	3, 704, 978. 50
Railway post-office clerks	7, 602		7, 782, 547. 00
Necessary and special facilities on trunk lines			170, 932. 50
Mail equipments			394, 544. 61
Total inland mail service			49, 862, 074. 68½
Foreign mail service—			
Aggregate cost		\$2, 049, 199. 58	
Less for intermediary service to foreign countries		258, 029. 11	
			1, 791, 170. 42
Total			51, 653, 245. 10½

Summary of all classes of service in operation June 30, 1897.

Number of routes	32, 491
Length of routes	470, 032. 07 miles..
Annual rate of expenditure	\$49, 862, 074. 68½
Number of miles traveled per annum	420, 850, 479. 35
Rate of cost per mile traveled	11. 84 cents..
Rate of cost per mile of length	\$106. 08
Average number of trips per week	8. 60

Comparison with the report for June 30, 1896, shows—

		Per ct.
Increase in routes.....	number..	379 or 1.18
Increase in length of routes.....	miles..	6,718.55 or 1.45
Increase in annual rate of expenditure.....		\$1,869,007.104 or 3.89
Increase in miles traveled per annum.....		11,462,054.91 or 2.80
Increase in rate of cost per mile traveled.....	cents..	.12 or 1.02
Increase in rate of cost per mile of length.....		\$2.50 or 2.41
Increase in number of trips per week.....		.11 or 1.29
Number of contracts drawn in duplicate during the year....		7,246
Proposals received during the year under general advertise- ment.....		143,900
Proposals received during the year under bulletin advertise- ments.....		13,785

MAIL SERVICE IN DETAIL.

STAR SERVICE.

The annual rate of expenditure for this class of service on—

June 30, 1897, was.....		\$5,363,903.414
Number of routes.....		21,517
Length of routes.....	miles..	265,598.98
Annual travel.....	do..	124,123,415.60
Number of trips per week.....		4.49
Rate of cost per mile traveled.....	cents..	4.32
Rate of cost per mile of length.....		\$20.19

Comparison with the report of June 30, 1896, shows—

An increase in the—		Per ct.
Number of routes.....	820	or 3.96
Length of routes.....	4,045.44	or 1.54
Annual rate of expenditure.....	28,011.874	or .52
Number of miles traveled per annum.....	5,330,749.94	or 4.48
Average number of trips per week.....	.13	or 2.98
While a decrease is shown in the rate of cost—		
Per mile traveled.....	cents..	.17 or 3.78
Per mile of length.....		.21 or 1.03

In considering the figures of the star service for the past fiscal year, it must be borne in mind that, beginning July 1, 1896, a separate appropriation was provided for "Regulation, screen, or other wagon service." Prior thereto regulation wagon service was paid for out of the star appropriation, and screen wagon service was paid for out of the mail-messenger fund.

These remarks apply equally to the consideration of Tables G and E.

The appropriation for the last fiscal year was \$5,354,000.

The sum reported by the Auditor as expended, so far as shown by accounts stated to September 30, 1897, is \$5,313,300.77, leaving an unexpended balance of \$40,699.23. From this amount, however, must be deducted all accounts chargeable to the appropriation for that year which had not been stated by the Auditor up to September 30, 1897.

The annual rate of expenditure on July 1, 1897, under contracts made during the past fiscal year for the performance of star service from July 1, 1897, to June 30, 1901, in the first contract section, embracing the States of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, and West Virginia, was \$1,105,033.51, a decrease in the annual rate of expenditure for service in the same section on June 30, 1897, of \$125,643.734.

The annual rate of expenditure was:

July 1, 1897.....	\$5,265,144.03-1
September 30, 1897	5,307,834.65-1

The appropriation for the current fiscal year is \$5,450,000.

Owing to the reduction in cost under the last general letting of service as above noted, it is probable that there will be an unexpended balance at the end of the current year of at least \$100,000.

The amount estimated as necessary for the fiscal year ending June 30, 1899, is \$5,495,000, being \$45,000, or 0.82 per cent, more than the appropriation for the current fiscal year.

The number of bids for carrying the mails received under the general advertisement issued last year was 143,900; the number of routes included in the advertisement was 5,770; the average number of bids received for each route being 30.

The reletting of service in the first contract section resulted in a reduction in annual cost of \$125,643.73. This represents a saving of \$502,574.92 during the contract term of four years. Notwithstanding this large reduction in cost, the new contracts provide for an increase in the number of miles of annual travel of over 4 per cent more than was covered by the contracts which expired June 30, 1897. The increase last year of 5,330,749 miles of travel in star service is one of the results of the constant attention that has been given this branch of mail transportation, which is of so much importance to rural districts.

The general advertisement issued September 15, 1897, and now pending, invites proposals for carrying the mails during a term of four years, beginning July 1, 1898, on all the star routes in the fourth contract section (embracing all the States and Territories west of the Mississippi River except Minnesota, Iowa, and Missouri). This advertisement contemplates an increase of 169 routes, of 420 miles in length of routes and of 2,704,878 miles in annual travel, an increase in the latter item of over 6 per cent.

In order to secure the cooperation of postmasters throughout the country to aid this office in improving the mail service, a notice was inserted in the monthly Postal Guide for last February (which monthly guide goes to every post-office in the United States) inviting all postmasters to submit suggestions looking to the improvement in mail transportation to and from their respective post-offices, to which numerous replies were received. With the same object in view this office, when preparing the general advertisement of mail routes each year, solicits by circular letter suggestions from postmasters on the routes affected. The information derived from these sources, together with that secured from a careful examination of the postal business at the several post-offices on each route, considered in connection with the cost of maintaining the route, has better enabled this office to provide additional postal facilities where needed and at the same time to dispense with some service found to be no longer necessary.

One of the essentials to good service on star routes is so to adjust the time schedules as to make close connections with railroad or other routes. Postmasters are expected to keep the Department advised of changed conditions that make new schedules desirable, but it is found that they are not always mindful of this duty. To secure an improvement in this respect instructions were issued to the division superintendents of the Railway Mail Service to study all changes in mail-train schedules with reference to the effect such changes would have upon dependent star routes, and to submit recommendations for the adoption

of new schedules on such star routes whenever the circumstances required that action. In this way delays at connecting points have been avoided.

Much thought has been given to the formulation of some plan that would secure a more thorough inspection of the star service. It was finally decided to assign a number of assistant superintendents of the Railway Mail Service to this work, taking up the service in certain States in a systematic manner, and making personal examination of the more important routes. This was done too recently to admit of any report being made at this time as to the benefits derived, but it is believed that it will result in the discontinuance of service found to be unnecessary by reason of changed conditions since such routes were established; in the rearrangement of many routes so as to reduce the mileage without impairing the efficiency; in the adoption of new schedules that will make better connections with mail trains and other routes, thereby advancing the mail; in the discovery and correction of irregularities in the nature of violation of contract obligations on the part of contractors; in improved methods of preparing and pouching mail; in preventing the accumulation in post-offices and consequent withdrawal from the service of mail bags, locks, and other equipment; and in that general improvement of the service which must always result from a close personal supervision. These officers will also continue the inspection of mail-messenger service which this office has been conducting through the Railway Mail Service for the past two years, with very satisfactory results in the way of reduced expenditures.

Pursuant to the recommendation made in several of the reports of this office for previous years, Congress, by act of March 3, 1897, amended section 413 of the Revised Statutes so as no longer to require the making of certain reports to Congress relative to the details of contracts made for carrying mails, abstracts of proposals received, routes established, allowances made, curtailments effected, fines imposed on and deductions made from the pay of contractors, etc., reports involving much labor in the preparation, but having in them so little of value to the general public that Congress has not seen fit to have them published for a number of years past.

Alaska.—The important discoveries of gold in Alaska along the upper Yukon River, and in the Klondike region on the Canadian side, have continued to attract unusual interest to that section of country. The last annual report of this office referred to the arrangements that had been made for the supply of Circle City, Alaska, from Juneau, and gave the contractor's description of the difficulties he encountered in performing his first trip. Reports have been received showing the performance of four of the five round trips required by contract between Juneau and Circle post-office from June 1 to November 10, 1896, and three and a half of the four round trips required by a second contract from November 1, 1896, to May 31, 1897, although the latter were not completed within the period named. A subsequent contract was made for service over the same route (a distance of over 900 miles), one round trip a month for one year, beginning with July, 1897. All of the mail contracts for this route have provided for carrying letter mail only, but a contract was made for carrying mail matter of all classes by steamer to Circle via the mouth of the Yukon, three steamers sailing from San Francisco and two from Seattle during the season of navigation of 1897.

An international exchange has been established between Dyea, Alaska, and Dawson City, Canada, and a joint arrangement made between this Government and Canada for the transportation of the mails

between those two post-offices, one round trip a month for one year, beginning with September, 1897. Dawson City being near the gold fields, the last-named arrangement will be advantageous to the many American citizens who have gone into that district. Under existing agreements mails will be forwarded from Seattle to Juneau by steamer four times a month or oftener; from Juneau to Dyea by steamer at least twice a month; from Dyea to Dawson City once a month, and from Juneau, via Dyea, to Circle once a month. It is probable that dog teams and sleds will be the only practicable means of carrying the mails during the winter on the two routes last named. In the general advertisement now pending to provide service for the next term of four years, beginning July 1, 1898, proposals have been invited for carrying the mails from Juneau (Alaska), by Dyea (Alaska), Dawson City (Canada), Forty Mile (Canada), and Fort Cudahy (Canada), to Circle (Alaska), 968 miles and back once a month; also for service twice a month and once a week; the Department to determine what frequency of service it will contract for when the bids shall have been received.

SPECIAL OFFICE SERVICE.

The amount expended for this class of service during the year ended June 30, 1896, was \$25,719.28; during the year ended June 30, 1897, \$18,957.58.

The number of special offices on June 30, 1897, was 795, with an aggregate length of 5,940.75 miles and an annual travel (estimated on the basis of 2.48 average trips per week) of 1,537,991 miles.

The rate of cost per mile, based on the above estimate, was 1.23 cents.

Comparison with the previous year shows:

	Per ct.
Decrease in routes.....	554 or 41.06
Decrease in length of routes.....miles..	3,512.47 or 37.15
Decrease in annual rate of expenditure.....	\$6,761.70 or 26.29
Decrease in miles traveled per annum.....	811,189.12 or 34.53
Increase in rate of cost per mile traveled.....cent..	.14 or 12.84
Increase in rate of cost per mile of length.....	\$0.47 or 17.27
Increase in average number of trips per week.....	.10 or 4.20

The compensation of this class of service is limited by law (Rev. Stat., sec. 3971) to an amount not exceeding two-thirds of the salaries paid to the postmasters at the several offices supplied, the postmasters being authorized to secure such frequency of service as may be practicable for that sum.

The expenditures for this service are chargeable to and included in the estimate for star service.

Special-office service is regarded as but a temporary arrangement for the supply of newly established post-offices that are not on or near the lines of existing routes, and as soon as the new office shows a number of people to be supplied, or an amount of mail to be carried that will justify such action, regular contract service is provided for its supply. The large decrease in the extent of these special-office routes, as noted above, is due to the fact that they have been superseded by a superior grade of service.

STEAMBOAT SERVICE.

The annual rate of expenditure for this service on June 30, 1897, was..	\$426,389.55
Number of routes.....	153
Length of routes.....miles..	17,274.31
Annual travel.....do..	3,749,823.50
Rate of cost per mile traveled.....cents..	11.37
Average number of trips per week.....	2.08

Comparison with the previous year shows:

	Per ct.
Increase in the number of routes	15 or 10. 87
Increase in the length of routes .....miles..	4, 488. 62 or 35. 10
Increase in the annual rate of expenditure.....	\$7, 610. 03 or 1. 81
Increase in the annual travel.....miles..	121, 978. 32 or 3. 36
Decrease in the rate of cost per mile traveled.....cent..	. 17 or 1. 47
Decrease in the average number of trips per week	64 or 23. 52

The appropriation for the last fiscal year was \$400,000; the sum expended, as per Auditor's report, \$399,990.59, leaving an unexpended balance of \$9.41, but there are some unadjusted accounts chargeable to that year which will result in a small deficiency.

The annual rate of expenditure on July 1, 1897, under contracts made during the fiscal year for the performance of steamboat service from July 1, 1897, to June 30, 1901, in the first contract section, was \$125,778.15, an increase in the annual rate of expenditure for service in the same section on June 30, 1897, of \$9,124.61.

The number of steamboat routes in operation on July 1, 1897, was 158.

The appropriation for the current fiscal year is \$400,000.

The annual rate of expenditure was:

July 1, 1897.....	\$436, 255. 89
September 30, 1897.....	450, 973. 67

It is estimated that there will be a deficiency during the current fiscal year of \$30,000.

The appropriation for the current year following our estimate is the same as for last year, which was lower than any appropriation for many years previous. It was thought this would be sufficient, in view of the tendency for some time past toward slightly reduced expenditures in the steamboat service, but the last general reletting of contracts, taking effect July 1, 1897, resulted in an increase, and some new service has become necessary, not contemplated in the estimates, notably to Key West, Fla., and to Alaska, which will make unavoidable a deficiency this year and a larger estimate for next year. The general advertisement now pending inviting proposals for steamboat service in the fourth contract section, including the Pacific Coast and Northwestern States, from July 1, 1898, contemplates an increase of 116,937 miles of annual travel, principally to provide more frequent communication with Alaska.

The amount estimated as necessary for the fiscal year ending June 30, 1899, is \$470,000, being \$70,000, or 17.50 per cent, more than the appropriation for the current fiscal year, but \$40,000, or 9.30 per cent, more than the appropriation with the estimated deficiency added.

MAIL-MESSENGER SERVICE.

The annual rate of expenditure for this class of service on

June 30, 1897, was.....	\$941, 364. 41
Number of routes.....	7, 098
Length of routes.....miles..	5, 189. 71
Annual travel.....do.....	9, 788, 029. 04
Rate of cost per mile traveled.....cents..	9. 61
Average number of trips per week.....	18. 13

Comparison with the previous year shows—

	Per cent.
Decrease in the number of routes.....	79 or 1. 10
Decrease in the length of routes.....miles..	515. 65 or 9. 03
Decrease in the annual rate of expenditure.....	\$234, 523. 78 or 19. 94
Decrease in the annual travel.....miles..	2, 700, 705. 93 or 21. 62
Decrease in the average number of trips per week.....	2. 91 or 13. 83
Increase in the rate of cost per mile traveled.....cent..	. 20 or 2. 12

On July 1, 1896, screen-wagon service, heretofore accounted for in connection with mail-messenger service, was segregated from that appropriation and accounted for under the head of "Regulation, screen, or other wagon service," for which a separate appropriation was made.

The appropriation for the last fiscal year was \$1,130,000; the sum expended, as per Auditor's report, \$950,233.04; leaving an unexpended balance of \$179,766.96.

The annual rate of expenditure was:

July 1, 1897:		
Mail messenger	.....	\$906, 818. 40
Pneumatic tube	.....	20, 416. 00
		<hr/>
		927, 234. 40
September 30, 1897:		
Mail messenger	.....	902, 218. 44
Pneumatic tube	.....	191, 916. 00
		<hr/>
		1, 094, 134. 44

The appropriation for the current fiscal year is \$1,000,000.

The appropriation act for the current fiscal year reads "For mail-messenger service \$1,000,000. And the Postmaster-General may, in his discretion, use not exceeding the sum of \$150,000 of this amount in the transportation of mail by pneumatic tube or other similar devices, by purchase or otherwise." The estimate allowed but \$50,000 for the pneumatic-tube service, and while Congress increased that to \$150,000, it did not increase the total amount appropriated. The Department, however, understood this as indicating the intention of Congress to further extend the pneumatic-tube system, and accordingly contracts were entered into which would absorb the larger amount during this year. The result of this is that, although it has been possible to make reductions in the mail-messenger service, it is probable that there will be a deficiency for the current year. There would have been certainly had the tubes been put into operation on the dates contemplated by the contracts, but there have been some delays which will reduce the expenditures out of this year's funds.

The amount estimated as necessary for the fiscal year ending June 30, 1899, is—

For mail-messenger service	.....	\$950, 000
For transportation of the mail by pneumatic tube or other similar devices, by purchase or otherwise	.....	225, 000
		<hr/>
		1, 175, 000

Being \$175,000, or 17½ per cent, more than the appropriation for the current fiscal year.

It is suggested that separate items for mail-messenger service and pneumatic-tube service be made in the appropriation act next year as indicated above, as they are distinct classes of service. The establishment of tube service is not likely to affect mail-messenger routes, although it does supersede regulation or screen-wagon service.

PNEUMATIC TUBES.

The appropriation bill for the last fiscal year authorized an expenditure out of the mail-messenger fund of not exceeding \$35,000 for the transportation of mail by pneumatic tube or other similar device. The amount actually expended was \$3,450.

The bill for the current year authorized an expenditure for this purpose out of the same fund of not exceeding \$150,000.

As noted in last year's report, there was at that time but one pneumatic tube in use in the postal service in this country. That was in Philadelphia, between the general post-office and substation 20, located in the Bourse Building, operated at a cost to the Department of \$3,450. Since then four more contracts for tube service have been executed, as follows:

November 27, 1896, with the Pneumatic Transit Company, for a combined pneumatic-tube and wagon mail service in Philadelphia between the post-office, the Pennsylvania Railroad Station, and the Reading Terminal Station, the letter and other small mail matter to be carried through the tubes and the more bulky mail by wagon, for a term of four years, beginning July 1, 1897, at a compensation of \$23,366 per annum, of which \$16,966 is apportioned to the tube service and \$6,400 to the wagon service.

November 27, 1896, with the United States Mail, Package and General Pneumatic Delivery Company, for pneumatic-tube mail service between the main post-office in Brooklyn and the main post-office in New York (over the Brooklyn Bridge), for a term of four years, beginning August 27, 1897, at a compensation of \$14,000 per annum.

March 25, 1897, with the Tubular Dispatch Company for pneumatic tube mail service in New York City between the main post-office and Station P, in the Produce Exchange Building; also between the main post-office and Station H (Forty-fourth street and Lexington avenue), via Stations D, Madison Square, and F, for the term from October 1, 1897, to June 30, 1901, at a compensation of \$148,500 per annum.

July 1, 1897, with the Boston Pneumatic Transit Company for a combined pneumatic-tube and wagon-mail service in Boston between the post-office and the North Union Railway Station, the letter and other small mail matter to be carried through the tubes and the more bulky mail by wagon for the term from October 1, 1897, to June 30, 1901, at a compensation of \$18,000 per annum, of which \$9,000 is apportioned to the tube service and \$9,000 to the wagon service.

These four contracts contemplate the use of the same kind of underground tube, having an inside diameter of about 8 inches, through which will be propelled, by compressed air, steel carriers 6½ inches, inside diameter, by 21 inches in length, in which the mail is to be placed; the tubes to admit of the dispatch of these carriers at intervals of six seconds, if desired, each carrier to have a capacity for about 600 ordinary letters, thus making it possible to transmit through the tubes 360,000 letters an hour. The tube as laid is double, one for the transmittal of the carrier in each direction.

The contracts in force contemplate an annual rate of expenditure September 30, 1897, of \$191,916. Had the tubes been ready for operation on the dates named in the contracts, the sum expended during the current year would have been about the amount appropriated (\$150,000), but there have been delays in construction, etc., so that none of them were ready on the dates fixed.

The first of the pneumatic tubes put into operation under the new contracts was the one circuit in New York between the main post-office and the Produce Exchange, which was completed and publicly tested October 7, 1897. This tube makes a circuit of 7,800 feet (3,900 feet each way). The transmitter was set for the dispatch of a carrier every ten seconds; the carriers held about 600 letters each, and were operated with a steam pressure of 6 pounds. The success which attended the opening of this tube is promising for the future of the pneumatic-tube system.

In compliance with your request I went to New York to witness the

opening of the pneumatic-tube service on the section completed from the New York post-office to Station P (Produce Exchange), a distance of three-quarters of a mile, as I stated, which opening occurred October 7, 1897.

I made a thorough examination of the terminals of the tube system, both in the New York post-office and in the Produce Exchange Building. While I had some conception of the difficulties attending the laying of such pipes through the busy streets of New York within the time specified in the contract, I was not prepared for the real difficulties and obstacles that had to be surmounted.

These 8-inch brass pipes, after entering the basement of the post-office building, were carried by proper curves around large pillars over the top of mailing cases near the ceiling, dropping again under the ventilating shafts 5 or 6 feet from the ceiling, and thus by a circuitous route reached the proper terminal location on the floor above most convenient for the mailing clerks. The work had been carried forward without interrupting the force of clerks in the New York post-office or delaying public business and without any permanent injury to the public building itself.

The carriers are of steel, 21 inches long and about 7 inches in diameter, net, being much larger than any heretofore used in this country or any other.

The time required for the carriers to make the passage each way was about a minute and a half. This speed could be increased by increasing the pressure, but it is more economical to run the machinery at this speed which is quite rapid enough for all practical purposes.

The machinery operating the tube is of the most recent design and well-nigh automatic in its operation throughout. The compressed air used in driving the carrier is also available for the operation of the machinery. The carrier, filled and locked, is pushed into the receiver, a lever is pulled back with a light force, and the balance of the work is entirely automatic. The carriers are promptly dispatched and the machine resets itself to receive the second carrier, which, if promptly placed in position and the lever pulled back as before, will await the expiration of ten seconds before it can be started, thus preventing too frequent dispatch of carriers. The machinery is capable of being arranged to dispatch carriers every six seconds, were it found necessary.

These carriers were not only a complete success for the transmission of first-class matter, such as letters, but equally satisfactory for the carriage of packages of every description, including a full suit of clothes, a package of books, a large live cat in a cotton sack, a dozen of eggs, etc. It is, therefore, quite possible to carry second, third, and fourth class matter as well as first, when it can be made profitable. When the pneumatic-tube service is extended to stations several miles distant from the main office, a continuous stream of mail can be received direct on the mailing counters and the force of clerks can be kept continuously busy, thus creating a saving in clerical force as well as dispatching important mail from the outlying districts one train earlier than heretofore in many instances, thus expediting its delivery to distant cities from twelve to twenty-four hours.

The most important source of revenue to the Department to be expected from the tubular system will be the large increase in local correspondence, and special-delivery letters in particular. The profit on this class of mail matter is very large, and the increase of such matter has in the past corresponded to the increase of the facilities for rapid delivery. For instance, the local wagon service in New York was

increased to half-hourly trips some years ago. The aggregate number of special-delivery letters in 1891 was about 300,000; in 1896, about 600,000.

While the extension of the tubular system will necessarily be slow and probably confined to the large cities and populous centers, there is every reason to believe that it will not only greatly improve the local service and considerably improve the service in general, but will also become a very important source of revenue.

It is expected that the longer tube between the New York post-office and Station H (Forty-fourth street and Lexington avenue) will be ready to start by November 15, 1897, and the one between New York and Brooklyn about January 1, 1898.

The contractor for the combined wagon and tube service in Boston between the main post-office and the North Union Railway station began carrying all the mail temporarily in wagons October 1, 1897, and expects to start the tube December 1, 1897.

The contractor for the combined wagon and tube service in Philadelphia, between the main post-office and Pennsylvania Railroad Station and the Reading Terminal, began carrying all the mail in wagons temporarily July 1, 1897, and expects to start the tube about January 1, 1898.

The sum estimated for pneumatic-tube service for the year ending June 30, 1899, is \$225,000, being \$33,084 more than the annual rate now under existing contracts, which will probably be the same June 30, 1898.

A separate appropriation for this item is suggested.

REGULATION, SCREEN, AND OTHER WAGON SERVICE.

The appropriation bill for last year was the first one that provided a separate appropriation for this class of service. Prior to that, regulation-wagon service was paid for out of the appropriation for star routes, and screen-wagon service was paid for out of the appropriation for mail-messenger routes. Both regulation and screen wagons are employed in cities for carrying the mail between post-offices, branch offices, railroad stations, and steamboat landings. The two classes of service differ only in the style of wagon used, the regulation wagon being built in accordance with detailed plans and specifications prescribed by the Department, while plans and specifications are not prescribed for screen wagons, although the advertisements indicate by description and photograph the general appearance and construction required, the last general advertisement, now pending, specifying for the first time the colors and style of painting these wagons, in order to secure greater uniformity of appearance than has heretofore been had.

On June 30, 1897, the annual rate of expenditure for this service was..	\$703, 876. 00
Number of routes.....	171
Length of routes.....miles..	1, 521. 18
Annual travel.....do.....	5, 009, 690. 79
Rate of cost per mile traveled.....cents..	14. 04
Average number of trips per week.....	81. 66

Comparison with the previous year shows—¹

	Per ct.
Increase in the number of routes.....	135 or 375
Increase in the length of routes.....miles..	499. 42 or 48. 87
Increase in the annual rate of expenditure.....	\$155, 256 or 28. 28
Increase in the annual travel.....miles..	1, 686, 016. 77 or 50. 72
Increase in the average number of trips per week.....	0. 39 or 1. 24
Decrease in the rate of cost per mile traveled.....cents..	2. 46 or 14. 90

¹ The previous year's statement related to regulation-wagon service only, and did not include screen-wagon service, which was then a part of the mail-messenger service.

The appropriation for the last fiscal year was \$670,000, which, with the sum of \$40,000 appropriated by the deficiency act approved July 19, 1897, made a total of \$710,000 available for regulation, screen, or other wagon service.

The sum reported by the Auditor as expended is \$705,260.25, leaving an unexpended balance of \$4,739.75.

The annual rate of expenditure on July 1, 1897, under contracts made during the past fiscal year for the performance of wagon service in the first contract section from July 1, 1897, to June 30, 1901, was \$440,169.91, an increase of \$36,096.91 over the annual rate of expenditure for similar service on June 30, 1897.

The annual rate of expenditure was:

July 1, 1897	\$739, 972. 91
September 30, 1897	771, 077. 91
October 1, 1897	734, 077. 91

The appropriation for the current fiscal year is \$710,000. It is believed that owing to the increase in cost resulting from reletting service in the first contract section, taking effect July 1, 1897, there will be a deficiency for the current year of about \$25,000.

The amount estimated as necessary for the fiscal year ending June 30, 1899, is \$750,000, being \$40,000, or 5.63 per cent, more than the appropriation for the current fiscal year.

Change in advertisement of wagon service.—During the past year some changes touching the liability of contractors to assume additional service during the contract term have been made in the advertisements issued inviting proposals for wagon service. Formerly the advertisements gave for the information of bidders a statement of the service then in operation, but required the bid and contract to name an annual compensation that would cover all service of the kind that might be necessary during the contract term, whether more or less than that in effect at the time the advertisement was issued. In other words, there was no change in the contractor's pay whether the service was increased or decreased, the bidders being warned that they must inform themselves before submitting their bids as to probable increase or changes in the service. This gave rise to the complaint that while bidders might estimate the additional work resulting from normal growth of the service, they could not anticipate radical reorganization of postal facilities in a city, such, for instance, as included the establishment of a large number of branch post-offices, especially if located comparatively long distances from the main post-office or other base of supply.

The result was, as claimed, that the bidder, in anticipation of large increases, must fix the amount of his bid so high as to be more than a fair compensation, in some cases, for the service actually performed, or if he fixed his bid on the theory that there would not be material increases in service, and such increases did occur, he suffered a hardship. To overcome this, when it became necessary to issue a bulletin advertisement last spring for wagon service in Philadelphia, and later in Boston, a reduction was made in the contractor's liability to assume new service; and in issuing the general advertisement for wagon service in the fourth contract section, September 15, 1897, a similar policy was adopted, the important feature of which is that while the contractors will be required to perform, without extra compensation, such additional service as may be necessary to supply the points named in the advertisement, they will not be called upon to carry the mail to or from any additional mail station, railroad station, steamboat landing or point of exchange with an electric or cable car. It is thought

that this change fixes a basis for bidding which is fairer to the bidders as well as to the Department.

Collection and distribution wagons.—The experiment with collection and distribution wagons, mentioned in last year's report, has been continued in Washington and New York, one wagon in each city. These are large wagons, fitted up with cases, racks, a table, and postmarking pads (similar to those in a railway postal car), and manned with clerks to distribute mail as rapidly as it is collected from street letter boxes and mail stations which the wagons visit, and to prepare it while in transit for dispatch by the next outgoing mail train with which the wagon connects. It has been ascertained that such a wagon will handle a large quantity of mail in the business section of a city and expedite its delivery at destination, as compared with the slower method of carrying the mail in bulk from street letter boxes and other points of collection to the main post-office, there to meet with the delay of handling, distributing, and reshipping to railroad stations; but the question to be determined is whether it would be practicable to perform all the collection service in a city, or in a certain section of a city, with these wagons without an increase in cost that would not be warranted by the expedition gained.

It has been thought best to transfer to Buffalo, N. Y., during the current month, the wagon which has been used in New York City, in order to test it in the former city; the wagon now used in Washington to be continued there for the present.

A complete list of the regulation, screen and collection and distribution wagon routes in operation June 30, 1897, will be found in Table E of this report.

RAILROAD TRANSPORTATION.

The annual rate of expenditure for railroad transportation, on all routes on which the pay was adjusted, on June 30, 1897, was.....			\$30, 171, 542.69
Number of routes.....			2, 587
Length of routes.....	miles..		173, 475.23
Annual travel.....	do.....		273, 190, 356.71
Rate of cost per mile traveled.....	cents..		11.04
Average number of trips per week.....			15.14

Comparison with the report of the previous year shows:

	Per ct.
Decrease in number of routes.....	128 or 4.71
Increase in length of routes.....miles..	681.23 or .39
Increase in annual rate of expenditure.....	\$1, 229, 662.22 or 4.24
Increase in annual travel.....miles..	4, 384, 032.22 or 1.63
Increase in rate of cost per mile of travel.....cent..	.28 or 2.60
Increase in average number of trips per week.....	.19 or 1.27

The length of routes on which the pay was unadjusted on June 30, 1897, was 76.53 miles.

The appropriation for the last fiscal year was \$28,000,000, which with the sum of \$1,000,000 appropriated by the deficiency act, approved July 19, 1897, made a total of \$29,000,000 available for railroad transportation for that year.

The sum reported by the Auditor as expended, so far as shown by accounts stated to September 30, 1897, is \$28,878,390.11.

It is estimated that the payment for service during the fiscal year ended June 30, 1897, on routes on which the pay was unadjusted on that date will amount to \$3,826.50.

The annual rate of expenditure for railroad transportation in the States of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, and West Virginia on June 30, 1897, was \$6,902,601.01. The result of the regular quadreennial readjustment of the pay for railroad transportation in the States mentioned for the ensuing four years, based on a reweighing, under orders to September 30, 1897, was an increase of \$587,226.44, or 8.50 per cent, making the annual rate of expenditure in those States on July 1, 1897, \$7,489,827.45.

The total annual rate of expenditure for railroad transportation was:

July 1, 1897.....	\$30,788,882.02
September 30, 1897.....	30,787,458.56

The amount reported by the Auditor as withheld from the Pacific railroads on account of transportation is \$1,312,023.08.

The appropriation for the current fiscal year is \$29,000,000.

The amount estimated as necessary for the fiscal year ending June 30, 1899, is \$30,350,000, being \$1,350,000, or 4.65 per cent, more than the appropriation for the current fiscal year, and \$150,000, or 0.49 per cent, more than the sum estimated for the same period.

Annual increase in cost of railroad transportation for the past ten years.

Fiscal year.	Annual expenditure.	Increase.	Per cent.
1887.....	\$16,174,691.22		
1888.....	17,528,599.80	\$1,353,908.58	8.37
1889.....	19,441,095.78	1,912,495.98	10.91
1890.....	20,899,231.55	1,458,135.77	7.34
1891.....	22,306,868.66	1,529,637.11	7.32
1892.....	24,196,329.71	1,797,461.05	8.02
1893.....	25,716,605.85	1,520,276.14	6.28
1894.....	27,153,091.16	1,436,485.31	5.58
1895.....	27,961,931.78	808,840.62	2.97
1896.....	28,941,880.47	979,948.69	3.50
1897.....	30,171,542.69	1,229,662.22	4.24

Annual increase in cost of railroad transportation and railroad post-office cars combined for the past ten years.

Fiscal year.	Annual expenditure.	Increase.	Per cent of increase.
1887.....	\$18,056,272.00		
1888.....	19,524,959.15	\$1,468,687.15	8.13
1889.....	21,639,613.23	2,114,654.18	10.82
1890.....	23,395,231.66	1,755,618.33	8.11
1891.....	25,183,713.82	1,788,482.16	7.64
1892.....	27,122,522.11	1,942,815.29	7.71
1893.....	28,910,195.30	1,788,673.19	6.57
1894.....	30,858,190.01	1,947,994.71	6.00
1895.....	31,205,342.58	347,152.57	2.79
1896.....	32,405,797.17	1,200,454.59	3.84
1897.....	33,876,521.19	1,470,724.02	4.58

SPECIAL FACILITIES.

In submitting the estimates for several years past this office has declined to include the item of "special facilities," for reasons heretofore stated, but appropriations have, however, been made.

The annual rate of expenditure for this service on June 30, 1897, was \$170,932.50, and the sum was expended as shown in the following statement:

No. of route.	Termini.	Railroad company.	Miles.	Pay per annum.
109004	New York, N. Y., to Philadelphia, Pa.	Pennsylvania.....	90.65	\$11,831.25
113001	Philadelphia, Pa., to Washington, D. C.	Philadelphia, Wilmington and Baltimore.....	137.53	17,191.25
114002	Washington, D. C., to Lynchburg, Va.	Southern.....	173.13	21,755.00
114016	Lynchburg, Va., to Danville Junction (n. o.), Va.	do.....	65.52	8,217.50
118013	Danville Junction (n. o.), Va., to Atlanta, Ga.	do.....	409.40	51,175.00
121003	Atlanta, Ga., to West Point, Ga.	Atlanta and West Point.....	86.29	10,775.00
124001	West Point, Ga., to Montgomery, Ala.	Western Railway Co. of Alabama.....	85.72	10,703.75
124012	Montgomery, Ala., to New Orleans, La.	Louisville and Nashville.....	318.27	39,783.75
Total.....				170,932.50

The appropriation act of March 3, 1897, contained the following paragraph:

For necessary and special facilities on trunk lines from New York and Washington to Atlanta and New Orleans, one hundred and seventy-one thousand two hundred and thirty-eight dollars and seventy-five cents: *Provided*, That no part of the appropriation made by this paragraph shall be expended unless the Postmaster-General shall deem such expenditure necessary in order to promote the interest of the postal service. In the discretion of the Postmaster-General, any unexpended balance of the appropriation for the fiscal year ending June thirtieth, eighteen hundred and ninety-seven, for necessary and special facilities on trunk lines, may be used for other fast-mail facilities.

Under the authority contained in the last clause, orders were issued on June 17, 1897, providing for a daily fast train each way from July 1, 1897, to June 30, 1898, between Kansas City, Mo., and Newton, Kans., a distance of 201.02 miles on the line of the Atchison, Topeka and Santa Fe Railway, at an annual rate of expenditure of \$25,000. This road was selected because, upon conference with members of the Senate and House committees and with officers of the Department, it was found that your predecessor had practically agreed that the additional appropriation provided in said act should be so applied.

The balance referred to above is reported by the Auditor to be \$38,599.30.

The appropriation for the current fiscal year is \$171,238.75.

No estimate is submitted for the next fiscal year.

The service in general will be better if the special facility appropriation is discontinued.

ELECTRIC AND CABLE CAR SERVICE.

The appropriation bill for last year made a separate item, for the first time, "for transportation of mail by electric and cable cars on routes not exceeding 20 miles in length." The sum appropriated was \$150,000.

The amount expended was \$139,734.81. The annual rate of expenditure on June 30, 1897, was \$183,038.43.

The appropriation bill for the current year, approved March 3, 1897, reads as to this item as follows:

For inland transportation of mail by electric and cable cars on routes not exceeding twenty miles in length, two hundred and fifty thousand dollars: *Provided*, That the rate of compensation to be paid per mile shall not exceed the amount now received by companies performing said service; and the Postmaster-General shall report to Congress at its next regular session the prices paid for such service.

When this office came to apply this law, some difficulty was experienced in determining just what rates it contemplated should be paid, for the following reasons:

Electric and cable car mail service is divided into two classes: First. That in which the Department has the exclusive use of certain car space in which to transport the mail, handling and distributing it while in transit by employees of the Department. This may be called street postal-car service. Second. That in which the mails are carried in closed pouches in charge of employees of the car company, no distribution being made in transit. This is known as closed-pouch service.

On July 1, 1896, the Department had applied a uniform rate to all the street postal-car service then in operation, based on the space used and the miles traveled. There was little doubt that this was the rate for that class of service contemplated by the act of March 3, 1897, notwithstanding the fact that between the date on which that rate was applied and the date the law was enacted the Department had been enabled to secure some service for a short time at lower rates and in two cases gratuitously; but in respect of closed-pouch service there was more difficulty in determining the true intent of the law, because the greater part of the service in operation at the time said law was passed was not on any uniform basis as to rates, much of it having been established under special agreement in each case or as railroad mail service, according to weight, regardless of frequency of trips; but in establishing new service after July 1, 1896, and up to the time the law was enacted the Department had been applying a uniform rate, based on the distance traveled, and this was accepted as the rate intended by the law for that class of service.

This construction was affirmed by the Comptroller upon a case referred to him by the Auditor, and thereupon the compensation for all electric and cable car service was readjusted from July 1, 1897, on these uniform rates, subject, however, to special agreements at lower rates in a few cases of closed-pouch service where the value of the service rendered was not considered to warrant the payment of maximum rates.

The rates now in force are as follows:

SERVICE IN INDEPENDENT MOTOR CARS.

For space not exceeding 16 feet in length, full width of car, three-fourths of a cent per linear foot per mile traveled.

For additional space in excess of 16 feet in length, up to 20 feet, inclusive, three-eighths of a cent per linear foot per mile traveled.

For additional space in excess of 20 feet in length, three-sixteenths of a cent per linear foot per mile traveled.

SERVICE IN TRAILER CARS.

For space not exceeding 20 feet in length, full width of car, three-eighths of a cent per linear foot per mile traveled.

For additional space in excess of 20 feet in length, three-sixteenths of a cent per linear foot per mile traveled.

RATES FOR SERVICE IN CLOSED POUCHES (without reference to space).

	Annual pay.
For lines performing service not to exceed 2,000 car miles a year	\$150.00
For lines performing over 2,000 and not to exceed 3,500 car miles a year	175.00
For lines performing over 3,500 and not to exceed 5,000 car miles a year	200.00
For lines performing over 5,000 and not to exceed 8,333 car miles a year	250.00
For lines performing over 8,333 car miles a year (per car mile) .....	.03

NOTE.—The above rates contemplate that the apartment cars shall be furnished with the necessary fixtures, lighted, heated, painted, and lettered, in accordance with

plans furnished by the Department, and include transportation in the mail apartment of clerks actually engaged in distribution, messengers accompanying registered mail, post-office inspectors in the discharge of their duties, and such carriers as are necessary for and actually engaged in "routing" mail; and will also include transportation of post-office inspectors and agents of the Post-Office Department in passenger cars actually carrying United States mail either in closed pouch or by trailer car or apartment.

Table F¹ accompanying this report gives in detail by routes all electric and cable car service in operation June 30, 1897, and Table F² the service in operation July 1, 1897.

The increase in annual expenditure resulting from readjusting this service on a uniform basis July 1, 1897, was \$40,129.71.

The annual rate of expenditure for this service July 1, 1897, was \$223,168.14, being within \$27,000 of the appropriation for the current year. There are now on file in this office 139 applications for the establishment of new service of this character, most of them meritorious, the establishment of which in some cases would supersede star routes and thus improve the mail facilities at a small net increase in cost; but the limited amount of the appropriation renders it impossible to act on much of it during the current year. The sum estimated as necessary for the next fiscal year is \$375,000, being \$125,000 more than the appropriation for the current year.

It is estimated that if service were placed on the lines for which applications are now on file in this office, the annual rate for this class of service would be increased about \$85,000.

RAILWAY MAIL SERVICE.

The details of the operation of the Railway Mail Service are set forth in the report of the General Superintendent made to this Bureau, to which your careful attention is invited. I will therefore merely mention briefly the following subjects:

Extent of service.—At the close of the last fiscal year there were 1,239 lines of traveling post-offices (railway, steamboat, and electric and cable cars), covering 161,988.27 miles in length; the number of clerks employed was 7,602; the annual miles of travel by them was 178,730,672; adding to this the closed-pouch, and express-pouch service, the grand total of miles traveled was 282,829,026. The number of whole cars or apartments in use or in reserve was 3,513.

Distribution.—The amount of mail handled was 11,571,540,680 pieces of ordinary matter, and 16,256,663 pieces of registered matter, besides 462,469,640 pieces of city mail distributed. The accuracy of the railway post-office clerks in distributing the mail is shown by the record last year of but one error to 11,960 pieces correctly distributed, an increase in proficiency of 21.51 per cent over the previous year. This is greatly to the credit of the clerks, and is exceedingly gratifying to the Department. It is shown that during the past ten years the amount of mail handled has increased 77.2 per cent, while the working force has increased but 48.6 per cent, and the pieces of mail handled correctly to each error in distribution has increased from 3,694 to 11,960.

Case examinations.—These are held to test the fitness of the clerks to accurately and properly distribute the mail which is assigned to them. There were 19,686 examinations of permanent clerks last year. They distributed 22,007,386 cards, of which 98.45 per cent were separated correctly. The probationary clerks in 1,392 examinations handled 1,234,052 cards, distributing 97.41 per cent of them correctly.

Casualties.—The record showing 589 casualties last year—14 clerks

killed, 33 seriously injured, and 75 slightly injured while on duty—is distressing. The number of deaths exceeds that of any other year in the history of the service, notwithstanding that great care has been exercised in later years to secure the best equipment possible in postal cars and to provide every safeguard against accidents. The General Superintendent of the Railway Mail Service urges legislative action for the relief of clerks injured and of the families of clerks killed while on duty, and submits the draft of a bill having that object in view. This is a subject deserving the closest attention of Congress to the end that some relief be afforded. If it should not be thought wise by the legislative body to adopt the bill in the form submitted, there should be, at least, no hesitation in the adoption of some plan which would include in its provisions the payment of the funeral expenses of those postal clerks who may be killed while employed in the Government service, limiting the amount to three months' pay.

Reclassification of the Railway Mail Service.—As this subject was before Congress at its last session and favorably passed upon by the Senate, I presume it will again be taken up by the next Congress. Attention is invited to the remarks of the General Superintendent on this subject in his report, in which I concur.

The remarkable progress in developing higher grades of service in railway post-offices in the past fifteen years shows conclusively the reasonableness of a demand for legislation recognizing the changed conditions. The salaries and classification of railway postal clerks have stood still during all these years of progress. Fifteen years ago there were crews of 5 men, now crews of 20 to 25 men with 6 postal cars and vastly more responsibility imposed on clerks in charge. Hence men of greater ability and experience are required. The salaries of men in railway postal cars are less than men of equal ability receive as postmasters in any of the principal post-offices of the country. The service is exacting, hazardous, and expensive—a physical and mental strain.

The salaries named in the bill seem altogether reasonable.

Improvements.—The new and improved service, in the way of full railway post-office cars and apartment cars last year, is one of the indications of advancement in this branch of the service, covering as it did 22,717 miles, a greater mileage than for any other year but one of the past seven years, and exceeding the average during that period by 5,836 miles.

Recommendations.—I approve of the General Superintendent's recommendations that that part of the distribution of city mail in the railway postal cars which is now done by clerks detailed from post-offices be assumed by the Railway Mail Service, and that the work now done in street postal cars in the cities by the railway postal clerks be assumed by clerks from the city post-offices under the supervision of the postmaster.

I also commend the legislation recommended by the General Superintendent to punish those persons who attempt to enter a postal car by violence, or who assault a railway postal clerk while in the discharge of his duties as such.

I concur in the renewal of the recommendation for legislation requiring publishers of newspapers to make such primary separation of their papers and periodicals for mailing as the Postmaster-General may direct.

I recommend the enactment of a law for the reclassification of the Railway Mail Service such as was passed by the Senate during its last session.

NEWSPAPER MAIL.

In connection with the subject of the proper disposition of second-class matter other than regular editions of daily newspapers, in order that the legitimate revenues of the Department may be increased, I invite your earnest attention to the possible increase of revenue by such a modification of the postal laws and regulations as will insure to the Government a monopoly of carrying legitimate second-class matter, as is now the case in regard to first-class matter. The excessive cost of carrying letters to sparsely settled districts, to the Pacific Coast, and to Alaska must be compensated for by the profit of carrying them for very short distances in the States and cities densely populated. There seems to be no good reason why the great bulk of legitimate newspapers carried by the Government at great loss to remote places should be permitted to be taken away from the mails by railroad and express companies whenever there is a short haul that would make the carriage of them profitable to the Government. The carriage of newspapers, packages, etc., by railroads and express companies may have been justified, perhaps, years ago, when the Railway Mail Service was less efficient; but with our present facilities, such as may easily be obtained, I am convinced that the Department can and should carry the great bulk of newspaper matter that has been for years withheld from the mails and sent in baggage cars and special express trains.

The necessity of increased revenue is so apparent that I resolved to make a notable test of this matter in the case which I will bring to your attention at some length.

For some time past, dating back eight or ten years, several of the leading Sunday papers in New York have combined together and have chartered a special train, leaving New York at 2.10 a. m., reaching Washington at 7.40 a. m., carrying an immense bulk of newspaper matter for intermediate points as well as for Washington. This train, while solely in charge of railway officials and newspaper men between New York and Washington, was carrying, I discovered, by permission of the Department, packages of newspapers which entered the mails at Washington, and were taken up regularly by the Railway Mail Service, and carried to points South and West, the weight of such matter being regularly certified to the postmaster at Washington.

For many reasons, this service appeared to me to be irregular and unsatisfactory.

An immense amount of second-class matter originating in New York is profitable to the Government on a short haul like this, while it is very unprofitable on a long haul to distant points.

The Department may not require railway companies to put on a special train without compensation therefor, but it has the right to require that mails shall be carried on every train regularly scheduled.

There was evidently enough business originating in New York to justify a train at this early hour in the morning. Therefore I felt justified, on behalf of the Department, in demanding the natural revenue that would accrue to the Department from legitimate mail service on such train. In the conference with the Pennsylvania Railroad it was arranged that, beginning October 10, 1897, this fast train should be regularly scheduled; that it should be open to all newspapers of the city of New York as well as to the few leading newspapers that heretofore had charge of it; that it should forward important mail which had accumulated after the 9 o'clock p. m. train had left, together with all of

the midnight collections of mail, so that it would become of importance to the Department not alone on account of the newspaper matter carried, but as well on account of the first-class matter which might be collected, as stated.

To insure the Government the revenue from this service I insisted that no express matter shall be given the same expedition as the mail.

This train was successfully run as a mail train October 10, 1897. The newspaper mail alone taken on at New York was 75,442 pounds, and at Philadelphia 11,368 pounds, in all 86,810 pounds, yielding a revenue to the Department, at 1 cent per pound, of \$868.10. At this rate the net profit to the Government from this train would be \$15,000 to \$20,000 annually.

RAILWAY POST-OFFICE CARS.

The annual rate of expenditure for full railway post-office cars in service on—

June 30, 1897, was.....	\$3,704,978.50
Number of routes.....	228
Length of routes.....miles..	39,493.58

Comparison with the previous year shows—

	Per ct.
Decrease in the number of routes.....	9 or 3.79
Increase in the length of routes.....miles..	1,800.56 or 4.55
Increase in the annual rate of expenditure.....	\$241,061.80 or 6.95

The appropriation for the last fiscal year was \$3,400,000. The sum reported by the Auditor as expended, so far as shown by accounts stated to September 30, 1897, is \$3,360,869.82, leaving an unexpended balance of \$39,130.18.

The annual rate of expenditure for railway post-office cars in the States of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, and West Virginia on June 30, 1897, was \$947,764.20. Under orders to September 30, 1897, there was an increase of \$687.92 for service going into effect on July 1, 1897, making the annual rate of expenditure for this service in the States above named on that date \$948,452.12.

The annual rate of expenditure was—

July 1, 1897.....	\$3,770,138.17
September 30, 1897.....	3,815,507.27

The amount reported by the Auditor as withheld from the Pacific railroads on account of railway post-office car service is \$265,549.24.

The appropriation for the current fiscal year is \$3,600,000.

The amount estimated as necessary for the fiscal year ending June 30, 1899, is \$3,870,000, an increase of \$170,000, or 4.72 per cent, over the amount appropriated for the current fiscal year.

RAILWAY POST-OFFICE CLERKS.

The annual rate of expenditure for railway post-office clerks on—

June 30, 1897, was.....	\$7,782,547.00
Number of clerks.....	7,602

Comparison with the previous year shows—

	Per ct.
Increase in the number of clerks.....	194 or 2.61
Increase in the annual rate of expenditure.....	\$188,170 or 2.47

The appropriation for the last fiscal year was \$7,739,000; the sum expended, as per Auditor's report, \$7,729,838.39.

The appropriation for the current fiscal year is \$8,100,000.

The amount estimated as necessary for the fiscal year ending June 30, 1899, is \$8,467,000, being \$367,000, or 4.53 per cent more than the appropriation for the current fiscal year.

MAIL EQUIPMENTS.

The total expenditure for mail bags, with their appurtenances and repair, during the year ended June 30, 1897, was \$341,958.47; the appropriation was \$345,000, leaving an unexpended balance of \$3,041.53. For details see Table N.

The total expenditure for mail locks and keys, including repair of same, was \$44,842.10; the appropriation was \$45,000, leaving an unexpended balance of \$157.90. For details see Table O.

The total expenditure for rent and maintenance of mail-bag and lock repair shop was \$7,744.04, out of an appropriation of \$8,500, leaving an unexpended balance of \$755.96. For details see Table P.

Comparison with the previous year shows an increased expenditure of \$72,130.79, or 26.73 per cent, for mail bags, etc.; of \$5,774.72, or 14.78 per cent, for mail locks and keys, and a decreased expenditure of \$117.02, or 1.48 per cent, for rent and maintenance of repair shop.

The appropriations for the current fiscal year are—

For mail bags, mail-bag catchers, etc.....	\$320, 000
For mail locks and keys, etc.....	45, 000
For mail-bag and lock repair shop.....	8, 500
Total	373, 500

The amounts estimated as necessary for the fiscal year ending June 30, 1899, are—

For mail bags, etc.....	\$275, 000
For mail locks and keys, etc.....	48, 000
For mail-bag and lock repair shop.....	8, 500
Total	331, 500

Being \$42,000, or 11.24 per cent, less than the appropriation for the current fiscal year.

The sum asked for mail bags, etc., is \$45,000, or 14.06 per cent, less and the amount estimated for mail locks and keys \$3,000, or 6.66 per cent, more than the appropriation for the current fiscal year. The estimate for mail-bag and lock repair shop is the same.

The number of bags of all kinds purchased during the last fiscal year was 229,171, at a cost of \$214,654.63.

The number of bags made in the shop during the past fiscal year was 9,170; the number repaired, 1,465,107, and the number condemned as unfit for further service, 111,466.

The number of bags and pouches handled at the Washington, D. C., storehouse was 7,197,603, and at the eight division depositories 24,598,828.

Contracts for pouches and sacks.—On December 15, 1896, an advertisement was issued inviting proposals for furnishing mail pouches and sacks of the several kinds specified for a term of four years, beginning April 1, 1897, to supersede the old contracts expiring the day previous, this being the regular quadrennial letting of contracts for such mail equipment. Bids were opened February 1, 1897, and awards made February 5. A complete list of the contracts expiring March 31 and of those taking effect April 1, 1897, showing names of contractors, articles,

and prices, appears in Table M of this report. The prices under the new contracts are very much lower. Based on the number of pouches and sacks furnished during last fiscal year, the new contracts will effect a saving of \$48,348, or 22 per cent per annum.

The same table also shows the contracts made for supplies for the mail-equipment shops to be furnished during the current fiscal year, under the advertisement issued April 5, 1897, as well as the contracts for similar articles furnished last year, the contracts for such supplies being made for one year only.

Mail catchers.—There are 10,520 railroad stations in the United States at which mails are taken onto the trains by means of mail catchers and cranes while the train is in motion, and the bag of mail to be delivered is thrown from the car to the ground or platform. By this method the mail is often damaged or destroyed, and the safety of persons standing near is endangered. The need of some better system of exchanging mails at such points is apparent. In 1895 the Department advertised for devices for this purpose. Of thirty-five models submitted four were selected as the most meritorious, and in 1896 the various railroad companies were requested to adopt some one of the four. Subsequently questions arose as to the validity of certain patents involved and delays occurred. Recently, after additional tests, the Department selected two of the four devices as being satisfactory and presented to the railroad companies the choice of adopting either of them.

The following circular letter addressed to the railroad companies gives further information as to action taken:

POST-OFFICE DEPARTMENT,
SECOND ASSISTANT POSTMASTER-GENERAL,
Washington, October 1, 1897.

DEAR SIR: On the 11th of March, 1896, a circular was issued by the Post-Office Department, signed by James E. White, General Superintendent Railway Mail Service, a part of which I quote as follows:

"In February, 1895, the Department, as is customary at stated intervals, issued an advertisement, under which those who had constructed devices for the delivery and receipt of mail while the trains were in motion were invited to submit their inventions to the Department. A large number of such devices were submitted in accordance with the advertisement, and a committee was appointed by the Postmaster-General to examine them—to give them practical tests—for the purpose of determining whether any of them would fully meet the requirements of the Department by overcoming the defects in the present system of catching and delivering the mails.

"This committee was composed of experts who had grown up in the service and were, consequently, competent to determine the value of each device submitted. They traveled from point to point, after having examined all the devices, and selected those they believed would meet the exigencies of the service, and subjected those selected to practical test by placing them in position and experimenting with them with trains running at different rates of speed, starting with a low rate and running up to 60 miles per hour.

"Four of the devices submitted were found to work satisfactorily, no matter at what rate of speed the train was running or the weight of the mail which was suspended from the crane or discharged from the railway post-office. These four, which the Department has, after mature deliberation, decided meet the requirements of the service, are as follows:

"The Fleming mail catcher and deliverer. Address: The Fleming Mail Catcher Company, Erie, Pa.

"The Hauss mail catcher and crane. Address: The Hauss Iron Mail Crane Company, New Albany, Ind.

"The Winsor combined catcher and deliverer. Address: C. B. Winsor & Co., Jamestown, N. Y.

"The Ayars mail catcher and deliverer. Address: B. D. Ayars, Chester, Pa.

"In view of the fact that the present device does not afford that accuracy and security in delivery essential to the safety of the mails and to the lives and limbs of those who may be standing in close proximity to the point of delivery, and to the further fact that such casualties as have occurred on this account in the past have

involved the Department and the companies in considerable expense, which it is believed will be avoided by the substitution of one of the above devices for the one now in use, I am instructed by the honorable Postmaster-General to request you to adopt one of the four devices named above, and to substitute the one you adopt for those now in use as rapidly as renewals are required; that is to say, whenever a crane or catcher now in use becomes defective, that you will substitute for it the one of the four devices named that you decide to adopt."

Subsequent to the issuing of this circular certain questions arose as to the validity of one or more patents on devices recommended, which, in part at least, is responsible for the fact that as yet the railway companies have not been inclined to take action upon the recommendations of the Department, nor has the Department felt justified in insisting upon such action. The time has arrived when this office deems it very important that one of two devices which have proven themselves after additional tests to be satisfactory to the Department should be adopted with the least possible delay. These devices are the Fleming mail catcher and deliverer—address, the Fleming Mail Catcher Company, Erie, Pa.; and the Ayars mail catcher and deliverer—address, Chester, Pa.

The railway companies may select either device or a combination of the two devices, as they prefer.

The Government will not be liable for the payment of any royalty on the inventions recommended, but such royalty will be fully covered by an agreement entered into between the owners of the patents and the companies furnishing or using the invention.

It is proper to say that this office has endeavored to protect railway companies against excessive charges by requiring each of the companies named to file with this office, in writing, a very reasonable maximum price beyond which they will not go in their quotation of prices to railway companies desiring to purchase or use either or all of these devices. These maximum charges are strictly confidential in so far that one catcher company does not know the quotation of the other, but any railway company interested in ascertaining the maximum prices named in the paper confidentially filed in this office will be furnished the same on application.

The necessity of securing at once some better device for delivering mail from rapidly moving trains has so impressed itself upon this office in the past few months that prompt action becomes imperative.

Very respectfully,

W. S. SHALLENBERGER,
Second Assistant Postmaster-General.

Number of mail bags in use.—In order to ascertain approximately the number of mail bags of all kinds now in use, a statement has been carefully compiled from the records of purchases of pouches, sacks, and material for a long series of years, and from the total number has been deducted the articles condemned, together with a small percentage to cover losses in transit, etc.

The following table is believed to represent approximately the kind, size, and number of pouches and sacks in the service June 30, 1897, the average length of time they are used, the number to be replaced each year, and the cost of the number to be purchased in a year based on existing contract prices:

Articles.	Number in service June 30, 1897.	General average of duration of life.	Number to be replaced each year.	Cost, based upon existing contract rates.
		Years.		
Pouches:				
No. 2.....	64,064	11	5,878	\$14,368.18
No. 3.....	62,467	11	5,679	11,698.74
No. 4.....	46,548	9	5,172	8,849.81
No. 5.....	11,979	9	1,331	1,746.41
Through registered pouches:				
No. 1.....	2,495	14	178	1,501.21
No. 2.....	3,836	14	274	1,883.41
Catcher pouches	29,146	6	4,858	6,962.49
Horse mail bags:				
No. 1.....	4,915	7	702	3,292.38
No. 2.....	1,456	7	208	863.20
No. 3.....	1,618	15	108	351.00
Sacks for second, third, and fourth class matter:				
No. 1.....	416,711	3	138,904	83,272.95
No. 2.....	61,608	4	15,402	7,452.91
No. 3.....	45,271	6	7,545	2,032.62

Kind, size, and number of pouches and sacks in the service June 30, 1897—Continued.

Articles.	Number in service June 30, 1897.	General average of duration of life.	Number to be replaced each year.	Cost, based upon existing contract rates.
		Years.		
Inner registered sacks:				
No. 1.....	57			
No. 2.....	2, 951	7	421	284. 17
No. 3.....	121	9	14	7. 49
Foreign canvas sacks:				
No. 0.....	1, 668	9	185	117. 23
No. 1.....	15, 356	8	1, 919	1, 002. 68
No. 2.....	7, 927	8	991	418. 00
No. 3.....	12, 596	8	1, 575	471. 55
Foreign registered sacks:				
No. 0.....	3, 717	10	372	249. 24
No. 1.....	9, 403	10	940	336. 05
No. 2.....	1, 907	10	190	82. 30
No. 3.....	2, 483	10	248	27. 28
Total	810, 899		193, 094	147, 121. 89

DIVISION OF INSPECTION.

This division is charged with the important duty of enforcing the proper performance of mail service for which the Department has contracted. To this end regular reports, at frequent intervals, are received from postmasters and other employees along the routes over which the mails are carried. Where failures or irregularities appear, such action is taken as may be required to correct them. Deductions are made from the pay of contractors, not as a source of revenue to the Department, but for the purpose of securing efficient service for the public.

The brief statement given below as to the deductions, fines, and remissions conveys no adequate idea of the importance of the results accomplished by the division of inspection.

The gross amount of deductions and fines from the pay of postal contractors and others under orders issued during the fiscal year ended June 30, 1897, was.....	\$230, 207. 52
The amount of remissions on deductions on account of satisfactory explanation was.....	\$39, 935. 08
The amount of remissions of fines was	6, 903. 13
	<u>46, 838. 21</u>

Leaving the net amount of deductions and fines under orders issued during the fiscal year ended June 30, 1897.....	183, 369. 31
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The above amounts are classified as follows:

Deductions and fines:	
Railroad service	\$160, 657. 32
Star service.....	43, 833. 04
Steamboat service	18, 260. 59
Mail messengers	2, 775. 87
Regulation, screen, or other wagon service	1, 730. 00
Electric and cable car service	79. 28
Postal clerks.....	2, 871. 42
Total deductions and fines	<u>230, 207. 52</u>
Remissions:	
Railroad service	\$43, 987. 63
Star service.....	2, 311. 64
Steamboat service	429. 01
Mail messengers	84. 13
Regulation, screen, or other wagon service	5. 00
Postal clerks.....	20. 80
	<u>46, 838. 21</u>

Leaving the net amount of deductions and fines under orders issued during the fiscal year	183, 369. 31
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It is worthy of note that, as compared with the year ending June 30, 1896, there is a very large decrease in the gross amount of railroad fines and deductions, but a relatively larger decrease in remissions, the net amount of fines and deductions from the pay of railroad companies showing an increase of about \$10,000.

The causes which make fines and deductions necessary are so many and various that it is generally difficult to draw conclusions from a mere comparison of figures, but it is safe to say that the material modifications of the regulations as set forth in the Postmaster-General's order, No. 382, dated June 13, 1896, account in a great measure for the marked changes in the figures for the year just ended.

The most important of the modifications referred to are those which discontinued the practice of deducting for failures to connect and require deductions for all service not actually performed.

FOREIGN MAILS.

The details of the foreign-mail service are given in the report of the Superintendent of Foreign Mails to this bureau, to which attention is invited.

The sum required to be paid on account of the transportation of foreign mails during the fiscal year ended June 30, 1897, was \$1,791,170.42, distributed as follows:

Transatlantic service.....	\$1, 106, 276. 42
Transpacific service.....	179, 132. 70
Miscellaneous service.....	396, 935. 28
Panama Railroad Company.....	20, 333. 53
Sea post-office service.....	36, 297. 87
Sea conveyance from the United States of closed mail of foreign origin.....	44, 716. 53
Paid to foreign countries for the intermediary transit of closed mail of United States origin.....	239, 791. 85
Open mail of United States origin.....	23, 982. 46
Expense of United States agency at Shanghai.....	1, 975. 77
United States' share of maintaining the International Bureau at Berne, Switzerland, including subscription to the Journal l'Union Postale and the Universal Dictionary of Post-Offices.....	757. 12
Aggregate cost.....	2, 049, 199. 53
Less amount received for the intermediary transit of closed mail of foreign origin.....	\$197, 572. 97
For intermediary transit of open mails of foreign origin..	52, 810. 03
For carrying Cuban mails from Havana, Cuba, to Tampa, Fla.....	6, 089. 34
Postage stamps sold and postage collected at United States postal agency, Shanghai.....	1, 556. 77
	258, 029. 11
	1, 791, 170. 42

The appropriation for the last fiscal year was \$1,750,000 for transportation, which, with the sum of \$75,000 added by the deficiency act of July 19, 1897, made \$1,825,000 applicable for that purpose. The appropriation for balances due foreign countries was \$120,000. The sums expended, as shown by the Auditor's report, under accounts stated to September 30, 1897, were \$1,703,018.77 for transportation, and \$107,080.42 for balances due foreign countries.

The appropriation for the current fiscal year for foreign mail transportation is \$1,836,000, and for balances due foreign countries, \$142,000. In the amount for transportation is included not exceeding \$80,000 additional compensation to the Oceanic Steamship Company, and not exceeding \$40,000 for transferring the foreign mail from incoming ships in New York Bay.

The amounts estimated as necessary for the fiscal year ending June 30, 1899, are:

For transportation.....	\$1, 901, 260
For balances due foreign countries.....	142, 000

TRANSFER OF MAIL IN NEW YORK HARBOR.

The appropriation bill approved last March authorized an expenditure of "not exceeding forty thousand dollars for transferring the foreign mail from incoming steamships in New York Bay to the several steamship and railway piers, and between the steamship piers in New York City and Jersey City and the post-office and railroad stations." This was pursuant to the recommendation of this office in order that a special mail steamer might be secured to meet incoming ocean steamships at Quarantine in New York Harbor, receive the mails from them, and transfer the same as quickly as practicable to the New York post-office and to the several railroad stations; the mail to be separated on the steamer while in transit, so that as much as possible of the through mail might be forwarded by the first outgoing train, avoiding the delay and labor of handling it in the New York post-office.

This appropriation having been granted, an advertisement was issued inviting proposals for providing and running a steamer suitably fitted up for that purpose. A contract was made with the Starin Transportation Lines, by the terms of which that company keeps a steamer in constant readiness day and night to meet all incoming mail steamships of the American Line, the Cunard, Hamburg-American, North German Lloyd, Generale Transatlantique, and White Star lines immediately upon their arrival at quarantine and to transfer the mails to piers within easy reach of the New York post-office and the several railroad stations; the contractor fitting up and furnishing the steamer in the manner prescribed by the Department, furnishing laborers for handling the mail under the direction of the employees of the Department, and providing an extra steamer when necessary for the prompt performance of the service. The contract covers a term of four years beginning July 1, 1897, the compensation being \$29,740 a year. The introduction of this new feature has been attended with very gratifying results, as will be seen from the following letter from the postmaster at New York:

POST-OFFICE, *New York, N. Y., September 30, 1897.*

SIR: With reference to the mail-transfer service by steamboat *Peekskill*, inaugurated on July 1 last, I have to report that the results so far have shown a considerable improvement on the old method, and as the working of this new system becomes more systematic and regular with the experience which at first was lacking, as in all entirely new departures, there is every reason to expect the very best and quickest service in receiving mails at this port and dispatching same to destination without undue delays.

To illustrate the benefits of this transfer service, steamers of the Cunard Line and of the White Star Line, which usually carry the heaviest mails, were selected, with the following results:

In 1895 seven White Star steamers and seven Cunard steamers brought to this port 12,924 mails during the months of July and August, and the total time elapsed between the receipt of these mails and their dispatch to the principal exchange offices in the United States, Canada, and Mexico was seven hundred and fifty-one hours and eight minutes, counting from the time of arrival of steamers at Quarantine.

In 1897, under the new system and during the same period, July and August, seven steamers of the Cunard Line and seven of the White Star Line brought to this port 14,551 mails, and the total time elapsed between the receipt of these mails on board the tender *Peekskill* at Quarantine and their dispatch to destination from the various depots was but four hundred and forty-seven hours and twenty-seven minutes, thus showing that under the new system 1,627 mails more were handled in

three hundred and three hours and forty-one minutes less time. The average figures for each arrival show that although 116 more mails were received by each of these steamers in 1897 the mails were sent to their destinations twenty-one hours and forty-one minute sooner than under the old system.

These figures speak for themselves, but as before stated, there is no doubt that even these will be improved upon in the near future, and that this service will recommend itself as one of the greatest improvements in the postal service and remain a permanent part thereof.

Very respectfully,

C. VAN COTT, *Postmaster.*

Hon. W. S. SHALLENBERGER,
Second Assistant Postmaster-General, Washington, D. C.

THE UNIVERSAL POSTAL UNION.

The fifth Universal Postal Congress was in session in this city from May 5 to June 15, 1897. Fifty-six countries were represented, there having been 105 persons in the congress. An interesting account of the congress is given by the Superintendent of Foreign Mails in his annual report. The conventions and arrangements concluded by the Congress of Washington will go into effect January 1, 1899, at which time the Universal Postal Union will include every government in the world.

MISCELLANEOUS ITEMS FOR THIS OFFICE.

Appropriation for fiscal year ended June 30, 1897.....	\$1,000.00
Amount expended.....	992.52
Appropriation for current fiscal year.....	1,000.00
Amount estimated as necessary for the fiscal year ending June 30, 1899...	1,000.00

EXPENDITURES, APPROPRIATIONS, AND ESTIMATES.

The following statement shows the expenditures for the past fiscal year, as reported by the Auditor, as shown by accounts stated to September 30, 1897, the appropriation for the current fiscal year, and estimates of amounts required for the next fiscal year, for each item of appropriation:

	Expenditures, fiscal year ended June 30, 1897.	Appropriations, fiscal year ending June 30, 1898.	Estimates, fiscal year ending June 30, 1899.
Star service, including special offices.....	\$5,313,300.97	\$5,450,000.00	\$5,495,000.00
Steamboat service.....	399,990.59	400,000.00	470,000.00
Wagon routes (in cities).....	705,260.25	710,000.00	750,000.00
Railroad transportation.....	28,878,390.11	29,000,000.00	30,350,000.00
Railway post-office cars.....	3,360,869.82	3,600,000.00	3,870,000.00
Railway post-office clerks.....	7,729,838.39	8,100,000.00	8,467,000.00
Mail-messenger service.....	950,233.04	a 1,000,000.00	950,000.00
Pneumatic tubes service.....			225,000.00
Electric and cable cars.....	189,734.81	250,000.00	375,000.00
Necessary and special facilities on trunk lines.....	158,014.92	171,238.75	
Mail equipments.....	391,468.93	b 38,599.30	
Rental of canceling machines.....		373,500.00	331,500.00
Rental of canceling machines.....		7,500.00	9,500.00
Miscellaneous expenses.....	992.52	1,000.00	1,000.00
Total inland service.....	48,028,094.35	49,101,838.05	51,294,000.00
Foreign mail transportation.....	1,703,018.77	1,836,000.00	1,901,260.00
Oceanic Steamship Company.....	80,000.00		
Balance due foreign countries.....	107,090.42	142,000.00	142,000.00
	49,918,193.54	51,079,838.05	53,337,260.00

a This includes \$150,000 for pneumatic tubes.

b Unexpended balance of appropriation for year ending June 30, 1897, made available by appropriation act of March 3, 1897.

INCREASE IN EXPENDITURES FOR MAIL TRANSPORTATION.

The following table shows the aggregate expenditures for all items under the supervision of this Office (including foreign mails) by fiscal years from 1888 to 1897, inclusive, as shown by the Auditor's annual reports, the increase in amount, and the per cent of increase for each year over the preceding year:

Year.	Expenditures.	Increased expenditure over preceding year.	Per cent.
1888	29,900,328.79	\$1,444,786.89	5.07
1889	2,072,322.40	2,771,993.61	9.27
1890	84,686,131.61	2,015,809.21	6.17
1891	37,490,073.53	2,801,941.92	8.07
1892	39,708,598.95	2,218,525.42	5.91
1893	42,328,825.44	2,620,226.49	6.60
1894	44,994,264.01	2,365,438.57	5.58
1895	45,541,921.27	847,657.26	1.89
1896	47,710,827.42	2,168,906.15	4.76
1897	49,918,193.34	2,207,365.92	4.02

From the above it will be seen that the increase in expenditures last year over the preceding year was 4.62 per cent, being a smaller per cent of increase than for any other year, with one exception, of the last ten years.

The aggregate of appropriations for this office for the current year is \$51,041,238.75; the probable deficiency is \$500,000, making the estimated expenditures this year \$51,541,238.75. This will be \$1,623,045.41, or 3.25 per cent more than for 1897.

The estimate for next year is \$53,337,260, which is \$1,796,021, or 3.36 per cent more than the estimated expenditure for the current year.

CLERICAL FORCE.

The number of officers, clerks, and employees provided for this office (including the Foreign Mail Office) by the legislative, executive, and judicial appropriation act for the current fiscal year is 115, and the amount of their salaries is \$164,180, which is substantially the same as was provided last year. The estimate submitted for next year is the same. A comparison with 1883 shows that during the past fourteen years the working force has been increased but 4.54 per cent in number and 2.97 per cent in aggregate amount of salaries, while the volume of business transacted, as indicated by the growth of mail-transportation mileage in this country, has increased during the same period 99 per cent.

TABLES APPENDED.

Accompanying this report and as a part thereof are 25 tabulated statements, which contain in a concise form a great deal of information and interesting matter relating to mail transportation. They are briefly described as follows:

TABLE A.—Comparison between the annual rates of expenditure at the close of the two preceding years, the appropriation for the current year, and the estimate for next year.

TABLE B.—Statement showing, by States and contract sections, the length of routes, annual rate of expenditure, and distance traveled in each class of service.

TABLE C.—All railroad and railway post-office car service in operation, shown in detail by States and routes.

TABLE D.—All steamboat service in operation, shown by States and routes.

B. — *Table of star, special office, steamboat, railroad, mail-messenger, regulation, screen, or other wagon services and electric and cable car service in operation June 30, 1897.*

[The entire service on each route is included in the amount opposite the State under which the route is numbered, though the route may extend into other States.]

States and Territories.	Star service.		Special office service.		Steamboat service.		States and Territories.
	Length of routes.	Annual rate of expenditure.	Distance traveled per annum.	Length of routes.	Distance traveled per annum.	Length of routes.	
	<i>Miles.</i>	<i>Dollars.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Dollars.</i>	
Maine.....	3,963.93	112,585.34	2,443,704.08	129.37	40,332.24	948.26	Me.
New Hampshire.....	1,232	35,892.85	801,433.36	7.76	2,421.12	65	N.H.
Vermont.....	1,558.59	45,190.81	1,080,074.76	9.30	2,801.60	83	Vt.
Massachusetts.....	1,185.81	48,631.45	1,018,485.23	15.52	4,842.24	92	Mass.
Rhode Island.....	1,214.37	10,707.06	190,875.63	1	390	45	R.I.
Connecticut.....	892.14	31,834.27	639,779.23	3	836	.....	Conn.
New York.....	7,889.49	263,478.77	5,198,080.89	153.25	47,814.58	158.35	N.Y.
New Jersey.....	9,048.33	373,838.23	723,780.96	50.38	15,718.56	.....	N.J.
Pennsylvania.....	9,807.54	278,265.14	5,924,696.96	72.07	44,071.68	.....	Pa.
Delaware.....	2,597.89	73,864.04	1,693,542.12	.....	.....	.....	Del.
Maryland.....	10,811.32	202,849.88	1,693,542.12	200.74	62,630.88	1,838.62	Md.
Virginia.....	6,581.28	110,947.11	5,890,517.29	71	22,152	772.06	Va.
West Virginia.....	47,643.61	1,230,677.24	28,539,634.74	757.62	258,863.28	3,809.31	W.Va.
North Carolina.....	10,576.18	143,601.93	4,729,237.60	123.12	38,413.44	355	N.C.
South Carolina.....	4,180.07	59,580.15	1,932,693.76	147.25	45,942	110.50	S.C.
Georgia.....	7,653.39	109,617.76	3,373,563.12	291.05	90,807.60	34	Ga.
Florida.....	3,357.95	56,106.94	1,285,601.20	112.50	23,400	892.25	Fla.
Alabama.....	9,500.06	131,967.34	3,964,611.12	79.50	16,536	23.75	Ala.
Mississippi.....	7,880.56	112,789.52	3,319,478.04	147.58	30,696.64	85	Miss.
Tennessee.....	9,805.92	148,463.29	4,839,668	87.38	18,175.04	572.00	Tenn.
Kentucky.....	9,834.77	161,918.81	4,750,112.64	54	11,232	26,868.26	Ky.
	62,788.90	924,085.74	28,155,910.48	1,042.38	275,202.72	2,000.65	
Ohio.....	6,942.68	166,672.91	4,136,508.92	26.50	7,956	126,250.12	Ohio.
Indiana.....	5,046.76	110,489.64	2,924,178.40	42	13,104	.....	Ind.
Illinois.....	4,432.26	100,834.17	2,456,847.12	52.75	16,458	42	Ill.
Michigan.....	5,126.83	114,019.40	2,696,557.04	106.50	32,916	8,330.37	Mich.
Wisconsin.....	5,839.01	115,812.04	2,743,126.88	85.25	26,588	91,448	Wise.
Minnesota.....	5,850.99	93,375.40	2,155,766.08	242	106,704	40,669.50	Minn.
Iowa.....	4,476.48	90,467.87	2,315,840.80	75.50	23,556	1,058.00	Iowa.
Missouri.....	11,427.81	211,848.25	5,942,526.72	111	34,632	2,548.00	Mo.
	49,242.84	1,003,549.68	25,374,352.96	839.50	261,924	14,674.37	
						167,745.82	

A.—Annual rate of expenditures, appropriation, and estimate for mail service.

Items.	Annual rate of expenditure, 1896.	Annual rate of expenditure, June 30, 1897.	Percentage of increase or decrease in annual rate of expenditure from 1896 to 1897.		Appropriation for 1898.	Percentage of increase or decrease in appropriation for 1898 as to annual rate of expenditure for 1897.		Estimate for 1899.	Percentage of increase or decrease in estimate for 1899 as to appropriation for 1898.	
			Increase.	Decrease.		Increase.	Decrease.		Increase.	Decrease.
Transportation by star routes.....	\$5,884,511.53	\$5,363,908.41	1.81	8.84	\$5,450,000.00	1.60		\$5,495,000.00	0.82	
Transportation by steamboat routes.....	418,779.53	495,399.55	4.24		400,000.00		6.59	470,000.00	17.50	
Transportation by railroad routes.....	28,941,890.47	30,171,542.69			29,000,000.00		4.03	30,350,000.00	4.65	
Transportation by regulation, screen, or other wagon service.....		708,876.00			710,000.00	.87		750,000.00	5.63	
Transportation by electric and cable car service.....		188,038.43			250,000.00	36.58		375,000.00	50	
Railway post-office car service.....	3,463,916.70	3,704,978.50	6.95		3,600,000.00		2.83	3,870,000.00	7.50	
Railway post-office clerks.....	7,564,377.00	7,782,547.00	2.47		8,100,000.00	4.07		8,467,000.00	4.53	
Mail messenger service.....	1,178,888.19	941,364.41	19.94		1,000,000.00	6.22		960,000.00	5	
Pneumatic tube service.....								225,000.00		
Necessary and special facilities on trunk lines.....	171,238.75	170,932.50		.17	171,238.75		6.42	275,000.00		14.06
Mail bags, mail-bag catchers, etc.....	269,827.68	341,968.47	26.93		330,000.00		9.76	48,000.00	6.66	
Mail locks and keys, etc.....	39,067.38	44,842.10	14.78		45,000.00			8,500.00		
Repair shop for mail equipments.....	7,861.06	7,744.02			8,500.00			1,000.00		
Miscellaneous items, office of Second Assistant Postmaster-General.....	6492.20	6992.52	101.64		1,000.00			9,500.00	26.66	
Rental of canceling machines for use in postal cars.....					7,500.00			1,901,260.00	3.55	
Foreign mail service.....								142,000.00		
Transportation.....	61,509,350.17	61,703,018.77	12.83		1,898,000.00	7.80				
Balance due foreign countries.....	6,113,223.06	6,121,981.23	7.73		142,000.00	16.41				
Oceanic Steamship Co.....										
Total.....	49,690,313.74	51,669,109.64	4.19		51,041,238.75		1.21	53,337,260.00	4.49	

a One million two hundred thousand dollars less than amount estimated.

b Reported by Auditor, as per accounts stated, to September 30, 1897.

Arkansas.....	9, 019.97	142, 418.49	3, 745.186.30	127.75	30, 858	724.75	32, 011.00	201, 448	Ark.
Louisiana.....	4, 816.13	80, 506.064	1, 811, 719.30	189	43, 368	525.75	29, 805.00	197, 028	La.
Texas.....	17, 429.31	313, 362.89	7, 760, 310.78	355.75	73, 990	23	800.00	7, 176	Tex.
Indian Territory.....	2, 830.50	45, 192.48	1, 180, 017.96	213.50	66, 612				Ind. T.
Oklahoma.....	4, 116.12	65, 653.63	1, 887, 902	119.25	37, 206				Okla.
Kansas.....	5, 524.08	80, 726.03	2, 330, 914.64	27.75	7, 215				Kans.
Nebraska.....	4, 068	74, 365.26	1, 966, 622.08	57.50	11, 990				Nebr.
South Dakota.....	4, 583.42	70, 449.34	1, 564, 183.16	75	9, 750				S. Dak.
North Dakota.....	3, 358.73	54, 261.96	1, 063, 396.40	128	19, 968				N. Dak.
Montana.....	4, 165.23	102, 289.36	1, 479, 856.86	102	21, 218				Mont.
Wyoming.....	3, 725.93	93, 521.78	1, 230, 871.26	205	42, 640				Wyo.
Colorado.....	4, 064.82	105, 206.57	1, 632, 590.86	213.50	44, 408				Colo.
New Mexico.....	3, 431.90	60, 254.22	1, 274, 381.36	35	7, 280				N. Mex.
Arizona.....	2, 939.32	69, 460.15	938, 612.48	136.50	28, 392				Ariz.
Utah.....	2, 345.16	64, 192.79	1, 069, 504.04	18.75	8, 900				Utah.
Idaho.....	3, 807.09	124, 535.41	1, 627, 019.08	152.25	31, 698				Idaho.
Washington.....	8, 128.45	89, 078.85	1, 191, 653.84	127.50	26, 520				Wash.
Oregon.....	6, 847.13	168, 423.72	2, 725, 263.44	215.75	44, 876	2, 134.61	63, 211.54	540, 803.76	Oreg.
Nevada.....	3, 822.46	85, 343.57	1, 067, 498.48	125.25	31, 698	185.74	13, 498.00	105, 268.76	Nev.
California.....	9, 805.85	278, 619.15	4, 446, 211.10	711.25	147, 940	632.50	16, 599.58	126, 724	Cal.
Alaska.....	1, 174	5, 727.00	18, 944	15	1, 560	6, 406	8, 356.40	45, 694	Alaska
Total.....	105, 923.60	2, 205, 590.744	42, 053, 517.42	3, 361.25	742, 001	10, 682.35	168, 811.52	1, 224, 067.83	
	245, 598.98	5, 383, 903.414	124, 123, 415.60	5, 940.75	1, 537, 991	17, 274.31	426, 386.55	3, 749, 823.50	

B.—Table of star, special office, steamboat, railroad, mail-messenger, regulation, screen, or other wagon service and electric and cable car service in operations June 30, 1897.—Continued.

[The entire service on each route is included in the amount opposite the State under which the route is numbered, though the route may extend into other States.]

States and Territories.	Regulation, screen, or other wagon service.				' Electric and cable car service.				Total service.		States and Terri- tories.
	Length of routes.	Annual rate of expenditure.	Distance traveled per annum.	Length of routes.	Annual rate of expenditure.	Distance traveled per annum.	Total length of routes.	Total annual rate of expenditure.	Total distance traveled per annum.		
	Miles.	Dollars.	Miles.	Miles.	Dollars.	Miles.	Miles.	Dollars.	Miles.		
Maine.....	3.01	1,643.00	10,457.20	17.80	767.29	28,568.81	6,616.01	381,477.40	5,148,181.20	Me.	
New Hampshire.....	.85	1,650.00	8,965.84				2,311.73	170,978.49	2,674,632.27	N. H.	
Vermont.....	.63	1,600.00	3,966.72				2,616.39	213,441.55	2,978,802.93	Vt.	
Massachusetts.....	13.21	42,043.00	148,677.53	76.73	22,564.84	264,821.54	3,802.88	889,760.03	10,620,183.60	Mass.	
Rhode Island.....	2.99	2,760.00	8,910.72	6	256.50	4,404	545.51	99,738.49	1,121,980.48	R. I.	
Connecticut.....	16.71	8,722.00	160,074.16	48.36	2,534.22	100,879.80	2,087.87	474,266.37	4,627,411.20	Conn.	
New York.....	377.29	223,797.00	1,577,301.32	152.66	41,437.83	810,251.08	17,116.01	2,970,806.31	29,643,984.93	N. Y.	
New Jersey.....	20.31	7,630.00	1,131,896.50	29.78	1,954.80	65,457.41	3,011.80	589,887.19	7,568,876.58	N. J.	
Pennsylvania.....	77.63	66,498.00	311,412.25	147.01	27,134.28	656,006.88	17,510.20	2,056,265.13	23,889,014.60	Pa.	
Delaware.....	4.88	1,140.00	8,122.20				676.27	50,473.94	751,722.48	Del.	
Maryland.....	74.05	39,320.00	201,605.51	64.97	36,251.44	355,325.74	6,284.84	933,813.37	9,780,420.87	Md.	
Virginia.....	24.90	7,745.00	189,948.32	6.22	265.90	7,674.76	16,233.47	1,065,786.18	13,326,546.16	Va.	
West Virginia.....	2.40	525.00	6,536.40	9.24	200.00	31,172.80	7,901.26	274,944.83	4,575,302.95	W. Va.	
	618.36	404,073.00	2,764,904.67	558.77	132,887.09	2,344,592.82	98,594.24	10,121,216.18	116,727,810.23		
North Carolina.....	7.30	8,045.00	22,069.61			5,544	14,777.66	881,764.73	9,762,972.09	N. C.	
South Carolina.....	10.72	3,560.00	25,537.20	7			6,762.62	379,576.32	5,223,162.22	S. C.	
Georgia.....	11.71	6,382.00	35,071.82	7.75	331.41	4,870.20	13,801.93	967,282.57	11,545,466.14	Ga.	
Florida.....	2.23	2,032.00	11,596.23	2.12	90.68	1,327.12	6,800.55	374,104.16	4,495,665.54	Fla.	
Alabama.....	2.77	1,830.00	11,434.28				12,410.54	555,582.73	7,405,387.06	Ala.	
Mississippi.....	1.46	1,989.00	4,384.52				11,398.67	591,896.95	8,394,799.79	Miss.	
Tennessee.....	37.56	9,460.00	87,181.12	20.95	1,895.59	28,830.02	12,180.58	473,244.54	7,992,456.42	Tenn.	
Kentucky.....	14.49	8,159.00	56,188.28	20.73	1,031.75	56,306.64	14,035.46	939,820.83	11,307,206.78	Ky.	
	87.74	35,553.00	253,473.06	58.35	2,349.38	96,880.98	92,156.01	5,063,262.83	66,205,106.04		
Ohio.....	73.32	40,840.00	281,093.79	141.20	10,311.24	344,497.77	18,917.50	4,073,416.98	30,166,388.97	Ohio.	
Indiana.....	20.87	10,459.00	83,195.97				10,173.90	1,440,938.35	13,589,296.10	Ind.	
Illinois.....	376.64	89,004.00	636,274.08	32.73	11,497.52	160,278.08	15,277.38	1,167,943.33	22,065,180.33	Ill.	
Michigan.....	41.66	15,707.00	135,349.81	4.33	186.10	6,446.20	12,398.49	1,187,943.26	14,112,380.94	Mich.	
Wisconsin.....	25.61	11,283.00	82,971.72				12,454.39	1,185,649.78	12,016,901.61	Wis.	
Minnesota.....	16.68	8,963.00	99,426.76	10.58	452.29		14,464.54	1,480,909.93	11,469,457.70	Minn.	
Iowa.....	23.23	10,437.00	75,468.12	14.56	1,116.85	51,829.80	13,075.53	1,479,027.77	13,242,627.77	Iowa.	
Missouri.....	59.04	25,285.00	183,813.96	45.81	8,932.61	108,922.56	19,909.27	2,153,268.93	18,974,065.03	Mo.	
	637.05	211,978.00	1,576,578.21	249.15	32,495.61	670,975.41	116,698.09	10,010,306.33	135,676,216.66		

Ark.	70,943.90	49.35	7,295.50	134,765.94	1,907,587.32	17,316.50	295,445.04	1,845.31	188,731.54	1,724.84
Cal.	147,218.12	104.70	15,734.25	295,445.04	1,907,587.32	17,316.50	295,445.04	1,845.31	188,731.54	1,724.84
Col.	140,228.32	101.50	9,814,693.03	1,081,500.17	8,814,693.03	26,398.15	1,065,122.02	1,065,122.02	5,390.61	5,390.61
Idaho	14,157.52	11.64	439,169.87	47,751.75	47,751.75	91,692.80	1,138,541.45	1,138,541.45	432.12	432.12
Kan.	324,737.52	11.64	439,169.87	47,751.75	47,751.75	91,692.80	1,138,541.45	1,138,541.45	432.12	432.12
La.	324,737.52	11.64	439,169.87	47,751.75	47,751.75	91,692.80	1,138,541.45	1,138,541.45	432.12	432.12
Mich.	324,737.52	11.64	439,169.87	47,751.75	47,751.75	91,692.80	1,138,541.45	1,138,541.45	432.12	432.12
Mo.	324,737.52	11.64	439,169.87	47,751.75	47,751.75	91,692.80	1,138,541.45	1,138,541.45	432.12	432.12
Neb.	324,737.52	11.64	439,169.87	47,751.75	47,751.75	91,692.80	1,138,541.45	1,138,541.45	432.12	432.12
N. Dak.	324,737.52	11.64	439,169.87	47,751.75	47,751.75	91,692.80	1,138,541.45	1,138,541.45	432.12	432.12
N. Mex.	324,737.52	11.64	439,169.87	47,751.75	47,751.75	91,692.80	1,138,541.45	1,138,541.45	432.12	432.12
Or.	324,737.52	11.64	439,169.87	47,751.75	47,751.75	91,692.80	1,138,541.45	1,138,541.45	432.12	432.12
Pa.	324,737.52	11.64	439,169.87	47,751.75	47,751.75	91,692.80	1,138,541.45	1,138,541.45	432.12	432.12
S. Dak.	324,737.52	11.64	439,169.87	47,751.75	47,751.75	91,692.80	1,138,541.45	1,138,541.45	432.12	432.12
Tenn.	324,737.52	11.64	439,169.87	47,751.75	47,751.75	91,692.80	1,138,541.45	1,138,541.45	432.12	432.12
Tex.	324,737.52	11.64	439,169.87	47,751.75	47,751.75	91,692.80	1,138,541.45	1,138,541.45	432.12	432.12
Utah	324,737.52	11.64	439,169.87	47,751.75	47,751.75	91,692.80	1,138,541.45	1,138,541.45	432.12	432.12
Wash.	324,737.52	11.64	439,169.87	47,751.75	47,751.75	91,692.80	1,138,541.45	1,138,541.45	432.12	432.12
W. Va.	324,737.52	11.64	439,169.87	47,751.75	47,751.75	91,692.80	1,138,541.45	1,138,541.45	432.12	432.12
Wis.	324,737.52	11.64	439,169.87	47,751.75	47,751.75	91,692.80	1,138,541.45	1,138,541.45	432.12	432.12
Y. Dak.	324,737.52	11.64	439,169.87	47,751.75	47,751.75	91,692.80	1,138,541.45	1,138,541.45	432.12	432.12
Total	9,788,028.04	5,189.71	273,190,356.71	33,876,521.19	7,870,789.75	552,292.35	7,118,497.40	30,171,542.69	173,475.23	173,475.23

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1897.

Num- ber of route.	State and terminal.	Title of company.	Length of route. Miles.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation. Dollars.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars. Dollars.	Annual rate of pay for rail- way post- office cars. Dollars.	Lines of rail- way post-office cars author- ized.	Remarks.
MAINE.											
101001	Vacant.										
101002	Newport and Foxcroft.	Maine Central R. R. Co.	29.92	89.78	2,686.21	12					
101003	Farmington and Brunswick.	do	87.72	129.11	8,748.32	14.63					
101004	Belfast and Burnham.	do	33.53	119.70	4,013.54	18					
101005	Portland and Skowhegan.	do	102.06	152.19	15,532.51	19.97					
101006	Portland and Bangor.	do	137.15	459.14	62,971.05	28.85	135.00	100.00	13,500.00	2 lines 60 feet.	
101007	Portland, Me., and Norton Mills, Vt.	Atlantic and St. Lawrence Rwy. Co.	164.04	159.89	26,548.13	13.57					
101008	Portland, Me., and Roches- ter, N. H.	Portland and Rochester R. R.	54.47	153.05	8,336.63	14.73					
101009	Milo Junction and Katah- din Iron Works.	Bangor and Aroostook R. R. Co.	18.98	42.75	811.39	6.50					
101010	Portland, Me., and Fabyan House, N. H.	Maine Central R. R. Co.	89.52	132.53	11,964.08	7.20					
101011	Brunswick and Bath.	do	9.09	171.00	1,554.39	34					
101012	Bangor and Vanhook.	do	114.86	232.30	25,533.87	17.38	114.10	25.00	2,852.50	1 line 40 feet.	
101013	Bangor and Buckport.	do	20.54	87.21	1,791.29	12					
101014	Oldtown and Greenville Junction.	Bangor and Aroostook R. R. Co.	76.66	94.05	7,209.87	6					
101015	Bath and Rockland.	Maine Central R. R. Co.	48.20	141.93	6,841.02	19					
101016	Houlton and New Bruns- wick Line (n. o.).	Canadian Pacific Rwy. Co.	4.00	66.69	266.76	18					
101017	Calais and Princeton.	St. Croix and Penobscot R. R. Co.	21.28	42.75	909.72	6					
101018	Oakland and Bingham.	Somerset Rwy. Co.	41.72	76.95	3,210.35	15.60					
101019	Mechanic Falls and Rum- ford Falls.	Portland and Rumford Falls Rwy. Co.	41.86	87.21	3,650.61	12					
101020	Farmington and Phillips.	Sandy River R. R. Co.	18.38	57.29	1,052.99	15					
101021	Lewiston and Lewiston Junction.	Lewiston and Auburn Rwy. Co.	5.50	50.45	277.47	15					
101022	Bridgton Junction (n. o.) and Bridgton.	Bridgton and Saco River R. R. Co.	16.14	49.59	900.38	18					
101023	Monson Junction (n. o.) and Monson.	Monson R. R. Co.	6.42	42.75	274.45	18					
101024	Bangor and Mount Desert Ferry.	Maine Central R. R. Co.	43.27	134.24	5,808.56	12					
101025	Strong Station (n. o.) and Kingfield.	Franklin and Megantic R. R. Co.	15.18	42.75	648.94	6					

[illegible]

[illegible]

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1897—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay	Annual	Aver- age num- ber of trips per week.	Author- ized mileage for post- office cars.	Pay per	Lines of rail- way post-office cars author- ized.	Remarks.	
				per mile for trans- porta- tion.	rate of pay for trans- portation.			mile for railway post- office cars.			rate of pay for rail- way post- office cars.
MASSACHUSETTS—continued.											
104005	Salem and Lawrence	Boston and Maine R. R.	Miles. 21.69	Dollars. 45.32	Dollars. 982.99	24.21					
104006	Franklin, Mass., and Valley Falls, R. I.	New England R. R. Co.	14.46	42.75	618.16	12		Dollars.			
104007	Salem and Amesbury	Boston and Maine R. R.	3.27	116.28	380.23	36					
104008	Wendham Depot and Essex	do	6.30	42.75	260.32	12					
104009	Lynn and Marblehead	do	5.01	47.88	239.87	16.90					
104010	Wakefield and Peabody	do	8.06	42.75	344.56	13.48					
104011	Boston, Mass., and Portland, Me.	do	115.33	239.40	27,610.00	33.11	114.50	50.00	5,725.00	2 lines 40 feet.	
104012	Boston and Medford	do	5.31	59.85	317.80	33					
104013	Georgetown and Haverhill	do	7.31	44.46	325.00	28.35					
104014	Wakefield Junction (n. o.) and Newburyport	do	30.80	122.27	3,765.91	19.64					
104015	Newton Junction, N. H., and Merrimack, Mass.	do	4.85	46.17	223.92	21					
104016	Boston, Mass., and Nashua, N. H.	do	40.62	253.12	14,343.73	98.03	39.76	50.00	1,988.00	2 lines 40 feet.	
104017	Lowell and Lawrence	do	13.25	44.46	589.09	28.87					
104018	Winchester and Woburn	do	2.46	65.84	161.96	60					
104019	Somerville Station (n. o.) and North Billerica	do	19.74	58.14	1,147.68	26.66					
104020	Ayer and Lowell	do	16.31	66.69	1,067.71	12					
104021	Boston, Mass., and Troy, N. Y.	Fitchburg R. R. Co.	190.85	253.08	48,300.31	47.63	{ 49.60 141.25	{ 50.00 25.00	{ 6,011.25 25.00	{ 2 lines 40 feet. 1 line 40 feet.	Boston to Fitchburg. Fitchburg, Mass., to Troy, N. Y.
104022	Bellingham, Mass., and Worcester, R. I.	New England R. R. Co.	7.45	95.76	713.41	12					
104023	South Acton and Marlboro	Fitchburg R. R. Co.	12.69	46.17	585.89	24.57					
104024	Ayer, Mass., and Greenville, N. H.	do	23.88	82.94	1,980.60	12					
104025	Boston, Mass., and Albany, N. Y.	Boston and Albany R. R. Co.	202.10		250,332.83	83.22	{ 98.63 103.47	{ 300.00 150.00	{ 45,100.50 150.00	{ 3 lines 60 feet and 3 lines 55 feet. 2 lines 60 feet and 1 line 55 feet.	Boston to Spring- field. Springfield, Mass. to Albany, N. Y.
104026	Millbury Junction (n. o.) and Millbury.	do	3.25	42.75	138.93	12					

C.—Railroad Mail Service and railway post-office cars in operation June 30, 1897—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- porta- tion.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
MASSACHUSETTS—continued.											
104055	Fitchburg, Mass., and Bel- levue Falls, Vt.	Fitchburg R. R. Co.	64.58	\$179.55	\$11,595.33	24	Miles. 64.01	Dollars. 25.00	Dollars. 1,600.25	1 line 40 feet.	
104056	South Vernon Junction (n. o.), Mass., and Keene, N.H.	Boston and Maine R. R.	23.93	77.81	1,861.99	12					
104057	Worcester Station (n. o.) and Winchendon.	Fitchburg R. R. Co.	36.42	108.59	3,954.84	12					
104058	Winchendon, Mass., and Pe- terboro, N. H.	do	16.54	59.85	989.91	12					
104059	Milford and Bellingham.	New England R. R. Co.	4.64	44.46	206.29	18					
104060	Milford and Ashland.	do	12.02	42.75	513.85	9.40					
104061	Vacant.	Central Vermont R. R. Co.	121.48	147.06	17,964.84	23.46	10.00	50.00	500.00	2 lines 40 feet.	R. P. O. Brattleboro to South Vernon Junction (n. o.).
104062	Brattleboro, Vt., and New London, Conn.										
104063	Lawrence, Mass., and Man- chester, N. H.	Boston and Maine R. R.	27.14	111.15	3,016.61	15.31					
104064	Brantree Junction (n. o.) and Kingston Station (n. o.).	New York, New Haven and Hartford R. R. Co.	32.18	116.28	3,741.89	26.48					
104065	Atlantic and East Milton.	do	2.30	42.75	98.32	18					
104066	Spencer and South Spencer (n. o.).	Boston and Albany R. R. Co.	2.18	58.14	126.74	30					
104067	Springfield and South Ver- non Junction (n. o.).	Boston and Maine R. R.	49.84	312.93	15,596.43	30.77	49.84	50.00	2,492.00	2 lines 40 feet.	
104068	Springfield and Athol.	Boston and Albany R. R. Co.	47.93	74.39	3,566.51	12					
101069	Holyoke and Westfield.	New York, New Haven and Hartford R. R. Co.	10.54	42.75	450.58	15					
104070	Ashburnham Junction (n. o.) and Ashburnham.	Fitchburg R. R. Co.	2.71	47.88	129.75	24					
104071	Van Deusen and State Line.	New York, New Haven and Hartford R. R. Co.	10.56	43.61	460.52	13.47					
104072	Vacant.										
104073	Readville and Dedham.	New York, New Haven and Hartford R. R. Co.	2.35	45.32	106.50	36					
104074	Boston and Riverside Junc- tion (n. o.).	Boston and Albany R. R. Co.	12.19	192.53	1,615.54	56.36					
104075	Bellingham and Franklin.	New England R. R. Co.	5.84	42.75	249.89	18					
104076	North Abington and Han- over.	New York, New Haven and Hartford R. R. Co.	7.94	56.43	443.05	23.91					

104077	Mount Tom and Easthampton Station (n. o.)	Boston and Maine R. Co.	3.25	42.75	138.98	21	.....	.....	.....
104078	Boston and Winthrop.....	Boston, Revere Beach and Lynn R. Co.	4.70	53.87	283.18	24	.....	.....	.....
104079	Orient Heights (n. o.) and Revere.....	do	1.82	45.32	82.48	24	.....	.....	.....
104080	Boston and Northampton.....	Boston and Maine R. R.	104.17	101.75	10,598.29	17.52	.....	.....	.....
104081	Chatham Station (n. o.) and Harvard Junction (n. o.)	New York, New Haven and Hartford R. R. Co.	7.04	44.46	312.99	12	.....	.....	.....
G 104082	Lovell Junction (n. o.) and Lovell Station (n. o.)	Boston and Maine R. R.	8.50	42.75	363.37	9	.....	.....	.....
97 104083	Northampton and Shelburne Falls.....	New York, New Haven and Hartford R. R. Co.	23.97	48.74	1,168.29	12	.....	.....	.....
104084	Vacant						.....	.....	.....
104085	Montvale Junction (n. o.) and Stoneham.....	Boston and Maine R. R.	2.52	54.72	137.89	48	.....	.....	.....
104086	Chicopee Junction (n. o.) and Chicopee Falls.....	do	2.38	53.01	126.16	33	.....	.....	.....
104087	Schuannacook Junction (n. o.), Mass., and Brookline, N. H.	Fitchburg R. R. Co.	13.57	42.75	580.11	12	.....	.....	.....
104088	Plymouth and Middleboro.....	New York, New Haven and Hartford R. R. Co.	16.79	42.75	717.77	15	.....	.....	.....
104089	Peabody and North Reading.....	Boston and Maine R. R.	9.55	42.75	408.26	18	.....	.....	.....
104090	North Cambridge Junction (n. o.) and Waltham.....	Fitchburg R. R. Co.	6.60	.....	200.00	6	.....	.....	.....
104091	Vacant						.....	.....	.....
104092	Vacant						.....	.....	.....
104093	Vacant						.....	.....	.....
104094	Vacant						.....	.....	.....
RHODE ISLAND.									
105001	Providence, R. I., and Worcester Station (n. o.), Mass.	New York, New Haven and Hartford R. R. Co.	43.40	149.63	6,463.94	46.63	.....	.....	.....
105002	Providence, R. I., and New London, Conn.	do	62.32	.....	40,288.63	35.85	62.11	175.00	2 lines 60 feet; 1 line 55 feet; 1 line 60 feet.
105003	Providence, R. I., and Williamantic, Conn.	New England R. R. Co.	58.66	98.33	5,768.03	25.04	.....	.....	.....
105004	Providence and Bristol.....	New York, New Haven and Hartford R. R. Co.	14.86	89.78	1,334.13	27.56	.....	.....	.....
105005	Warren, R. I., and Fall River, Mass.	do	9.14	70.11	640.80	30	.....	.....	.....
105006	Providence and Pascoag.....	New England R. R. Co.	23.17	84.65	1,961.34	24.25	.....	.....	.....
105007	West Kingston and Narragansett Pier.....	Narragansett Pier R. R. Co.	8.72	64.98	568.62	18	.....	.....	.....
105008	Albion Station (n. o.) and Hope.....	New York, New Haven and Hartford R. R. Co.	10.65	50.45	537.29	28.24	.....	.....	.....
			2,232.56		604,131.24				
					87,952.50				

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1897—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage for railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for railway post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
RHODE ISLAND—continued.											
105009	Wood River Junction (n. o.) and Hope Valley	Wood River Branch R. R. Co.	Miles. 5.95	Dollars. 42.75	Dollars. 254.36	19.86		Dollars.			
105010	Anson Station (n. o.) and Buttows	New York, New Haven and Hartford R. R. Co.	9.58	42.75	409.54	12					
105011	Woonsocket and Harrisville.	New England R. R. Co.	12.00	42.75	513.00	13.83					
105012	Vacant.		253.45		58,767.88				10,869.25		
CONNECTICUT.											
106001	Norwich, Conn., and Wor- cester Station (n. o.), Mass.	New England R. R. Co.	59.78	128.96	7,769.00	24.82					
106002	New Britain and Berlin Junction (n. o.).	New York, New Haven and Hartford R. R. Co.	3.00	66.69	200.07	37					
106003	Middletown and Berlin De- pot (n. o.).	do	11.26	64.98	731.67	24					
106004	New Haven and New Lon- don.	do	51.17		34,261.90	51.10	50.97	175.00	8,919.75	2 lines 60 feet; 1 line 55 feet; 1 line 60 feet; 4 lines 60 feet; 8 lines 55 feet; 1 line 50 feet.	New York, N. Y., to New Haven, Conn.
106005	New York, N. Y., and Springfield, Mass.	do	135.72		202,302.29	77.85	73.22 62.50	390.00 190.00	40,430.80	1 line 60 feet; 2 lines 55 feet; 1 line 50 feet.	New Haven, Conn., to Springfield, Mass.
106006	Waterbury and Watertown.	do	6.42	49.59	318.36	12					
106007	Boston, Mass., and Hope- well Junction, N. Y.	New England R. R. Co.	215.20	157.32	33,865.26	21.09		25.00	2,145.00	1 line 60 feet.	R. P. O. Boston, Mass., to Will- mantic, Conn.
106008	Vernon and Melrose.	do									
106009	New Canaan Station (n. o.) and Stamford Station (n. o.).	New York, New Haven and Hartford R. R. Co.	12.94 7.65	44.46 63.87	575.31 412.10	19.79 24					
106010	New Haven, Conn., and Northampton, Mass.	do	76.57	147.06	11,260.38	21.19					

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1897—Continued.

Num- ber of route.	State and terminal.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized miles per post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
NEW YORK—continued.											
107002	Tallman and Sparkill	Erte R. R. Co.	<i>Miles.</i> 12.90	<i>Dollars.</i> 42.75	<i>Dollars.</i> 551.47	12.84					
107003	Buffalo and Station A, Niagara Falls.	do	27.14	134.24	3,643.37	23.50					
107004	Newburg and Greycourt	do	19.13	87.55	1,292.23	30.10					
107005	Rochester and Corliss	do	94.88	133.38	12,655.09	27.17					
107006	Mount Morris and Attica	do	56.97	89.78	4,576.08	16.13					
107007	Presden and Penn Yan	Fall Brook Rwy. Co.	6.62	42.75	283.00	12					
107008	Buffalo and Hornellsville	Erte R. R. Co.	92.47	230.85	21,346.69	32.23	92.47	40.00	3,698.80	1 line 50 feet.	
107009	Goshen and Montgomery	do	10.58	78.66	832.22	12					
107010	Goshen and Pine Island	do	11.84	42.75	506.16	13					
107011	New York and Buffalo	New York Central and Hud- son River R. R. Co.	439.52	2,568.09	1,137,517.31	112.89	439.52	500.00	219,790.00	10 lines 60 feet.	
107012	Troy and Schenectady	do	20.44	124.83	2,551.52	24.62					
107013	Syracuse and Rochester	do	102.25	191.52	19,582.92	33.97					
107014	Cornwall-on-Hudson and Tonawanda.	do	86.48	60.71	6,250.20	7.48					
107015	Tonawanda and Lockport	do	11.61	107.73	1,250.74	28					
107016	Buffalo and Lewiston	do	26.78	342.86	10,210.37	131.73					
107017	New York (155th street) and Brewster.	do	54.78	74.39	4,075.08	12					
107018	Rochester and Niagara Falls.	do	77.58	182.12	14,128.86	36.49					
107019	Dunkirk, N. Y., and Titusville, Pa.	do	91.47	87.21	7,977.09	12.50					
107020	Albany Junction (n. o.) and Troy.	Delaware and Hudson Canal Co.	5.86	151.84	886.85	70.50					
107021	Rochester and Charlotte	New York Central and Hud- son River R. R. Co.	9.43	42.75	403.18	12					
107022	New York and Chatham	do	126.86	141.93	18,005.23	22.29					
107023	Goldenbridge and Manhasset.	do	7.28	42.75	311.22	15					
107024	Eagle Bridge, N. Y., and Rutland Vt.	Delaware and Hudson Canal Co.	62.58	98.53	6,153.49	13.65					
107025	Schenectady and Ballston Spa.	do	15.24	48.74	742.79	21					
107026	Albany and Rouse Point	do	191.42	227.43	43,584.65	25.65					
107027	Cobleskill and Cherry Valley	do	22.86	51.30	1,172.71	12					
107028	Albany and Binghamton	do	143.07	157.52	22,807.71	30.71					

107029	South Junction (n. o.) and Available Forks.	.....do.....	19.58	42.75	837.05	6	.....	.....	.....
107030	Quaker Street and Schenectady.	.....do.....	15.40	42.75	658.85	12	.....	.....	.....
107031	Nineveh Junction (n. o.) and Jefferson Junction (n. o.)	.....do.....	22.01	65.84	1,449.13	7.11	.....	.....	.....
107032	Fort Edward and Lake George.	.....do.....	15.05	76.10	1,145.80	26.41	.....	.....	.....
107033	West Chazy and Moores Station, A. Niagara Falls, and Richland.	.....do.....	10.68	42.75	456.57	6	.....	.....	.....
107034	New York Central and Hudson River R. R. Co.	.....do.....	180.29	124.83	22,505.60	14.36	.....	.....	.....
107035	Waterford and Cape Vincent.	.....do.....	25.83	59.00	1,523.97	12	.....	.....	.....
107036	Rome and Ogdensburg.	.....do.....	142.02	167.88	23,799.71	19.41	.....	.....	.....
107037	Syracuse and Pulaski.	.....do.....	37.88	124.83	4,741.04	21.15	.....	.....	.....
107038	Copertown and Charlotte Valley R. R. Co.	.....do.....	8.74	42.75	373.63	12	.....	.....	.....
107039	Watertown and Sacket Harbor.	.....do.....	12.68	45.32	570.12	12	.....	.....	.....
107040	Vacant.	.....do.....					.....	.....	.....
107041	Utica and Chenango Forks.	Delaware, Lackawanna and Western R. R. Co.	83.76	133.38	11,171.91	24.54	.....	.....	.....
107042	Owego and Ithaca.	.....do.....	35.09	105.17	3,690.41	12.50	.....	.....	.....
107043	Richfield Junction (n. o.) and Richfield Springs.	.....do.....	22.01	75.24	1,650.03	12	.....	.....	.....
107044	Minerva and Oyster Bay.	Long Island R. R. Co.	14.76	94.05	1,388.17	21	.....	.....	.....
107045	Long Island City and Greenport.	.....do.....	95.01	142.79	13,566.47	25.21	.....	.....	.....
107046	Hicksville and Echo.	.....do.....	32.85	105.17	3,454.83	12	.....	.....	.....
107047	Catskill and Junction (n. o.)	Errie R. R. Co.	1.48	42.75	63.27	12	.....	.....	.....
107048	Oswego and Cornwall Station (n. o.).	New York, Ontario and Western Rwy. Co.	272.80	137.40	34,707.46	13.17	.....	.....	.....
107049	Gouverneur and Edwards.	New York Central and Hudson River R. R. Co.	14.76	42.75	630.99	6	.....	.....	.....
107050	Walton and Delhi.	New York, Ontario and Western Rwy. Co.	17.39	51.80	892.10	19	.....	.....	.....
107051	Clinton and Rome.	.....do.....	13.56	42.75	579.69	12	.....	.....	.....
107052	Molra and Tupper Lake.	Northern New York R. R. Co.	56.86	43.61	2,470.94	6	.....	.....	.....
107053	Rouses Point and Ogdensburg.	Ogdensburg and Lake Champlain R. R. Co.	118.23	112.01	13,321.34	12	.....	.....	.....
107054	Chatham, N. Y., and Bennington, Vt.	Lebanon Springs R. R. Co.	57.27	71.82	4,113.13	12.63	.....	.....	.....
107055	Schoharie and Middleburg.	Middleburg and Schoharie R. R. Co.	5.55	52.16	289.48	18	.....	.....	.....
107056	Schoharie Junction (n. o.) and Schoharie.	Schoharie Valley R. R. Co.	4.38	67.55	295.86	18	.....	.....	.....
107057	Utica and Randolphville.	New York, Ontario and Western Rwy. Co.	81.10	91.49	2,845.33	15.64	.....	.....	.....
107058	Buffalo, N. Y., and Emporium, Pa.	Western New York and Pennsylvania R. R. Co.	121.11	128.25	15,532.35	12.72	.....	.....	.....

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1897.—Continued.

Num- ber of route.	State and terminal.	Title of company.	Length of route. Miles.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized miles, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
		NEW YORK—continued.			Dollars.		Miles.	Dollars.	Dollars.		Agreement.
107069	Swain and Angelica.....	Central New York and Western R. R. Co.	18.83		500.00	6					
107060	Hart Lot and Skaneateles....	Skaneateles R. Co.	5.20	108.46	537.99	18					
107061	Buffalo, N. Y., and Terry, Pa.	Western New York and Pennsylvania R. R. Co.	94.90	185.09	12,820.04	17.72					
107062	N. York (foot of White- hall street) and Mariner Harbor.	State Island Rapid Transit R. R. Co.	9.98	143.64	1,443.93	30					
107063	Canandaigua and Elmira.....	Northern Central Rwy. Co.	60.22	172.71	11,954.99	25					
107064	Binghamton and Owego.....	Delaware, Lackawanna and Western R. R. Co.	118.11	163.87	19,083.29	24.87					
107065	Saranac Lake and Newman.	Saranac and Lake Placid R. R. Co.	10.48	42.75	448.02	18					
107066	Rouse Point and Canada Line (n. o.).	Champlain and St. Law- rence R. R. Co.	1.47	137.92	231.26	12.50					
107067	Nierville and Hudson.....	Kitterhook and Hudson R. R. Co.	18.59	50.45	937.86	18					
107068	St. George (n. o.) and Tot- tonville.	St. George Island Rapid Transit R. R. Co.	14.44	78.66	1,185.85	30					
107069	Hudson and Chatham.....	Boston and Albany R. R. Co.	17.53	42.75	749.40	18					
107070	Silver Lake Junction (n. o.) and Perry.	Silver Lake Rwy. Co.	8.18	53.01	433.62	12					
107071	Syracuse and Earlville.....	New York Central and Hud- son River R. R. Co.	43.86	66.26	3,037.74	18					
107072	Geneva, N. Y., and Sayre, Pa.	Lehigh Valley R. R. Co.	78.56	101.75	7,789.97	14.86					
107073	Rondout and Bloomville.....	Ulster and Delaware R. R. Co.	87.26	130.82	11,415.35	12			423.75	1 line 40 feet.	
107074	Valhalla Junction (n. o.) and Newburg Junction (n. o.).	Erle R. R. Co.	12.64	64.13	810.60	24					
107075	Canastota and South Bay... Vacant.	Lehigh Valley R. R. Co.	6.06	42.75	259.06	6					
107076	Saratoga Springs and Schuy- lerville.	Fitchburg R. R. Co.	13.16	43.61	573.90	12					
107078	Port Jervis and Monticello..	Port Jervis, Monticello and New York R. R. Co.	24.63	54.72	1,347.75	12					
107079	Poughkeepsie and Boston Corner.	Poughkeepsie and Eastern Rwy. Co.	37.13	44.46	1,650.79	8.86					

107080	Canastota and Elmira.....	Lehigh Valley R. R. Co.....	118.78	108.59	12,898.32	15	.....
107081	Fonda and Northville.....	Fonda, Johnston and Glensville R. R. Co.	27.10	82.94	2,247.67	15.65	.....
107082	Johnsonville and Greenwich.....	Greenwich and Johnson- ville Rwy. Co.	15.19	55.58	844.26	18	.....
107083	Montgomery and Kingston.....	New York Central and Hud- son River R. R. Co.	83.21	79.52	2,640.85	10.66	.....
107084	Sayre, Pa., and North Fair Haven, N. Y.	Lehigh Valley R. R. Co.....	117.36	120.56	14,148.92	14.18	.....
107085	Dutchess Junction and Mil- lerton.	Newburg, Dutchess and Connecticut R. R. Co.	57.97	78.66	4,559.92	13.87	.....
107086	Coopers-town and Coopers- town Junction.	Coopers-town and Charlotte Valley R. R. Co.	16.53	70.97	1,173.13	15	.....
107087	Utica and Watertown.....	New York Central and Hud- son River R. R. Co.	91.90	163.31	15,008.18	17.03	.....
107088	Carthage and Ogdensburg.....	do.....	60.89	142.79	8,694.48	18	.....
107089	Auburn and Ithaca.....	Lehigh Valley R. R. Co.....	43.44	90.37	3,491.27	12.01	.....
107090	Sodus Point and Stanley.....	Northern Central Rwy. Co.	33.73	42.75	1,411.95	8.94	.....
107091	Buffalo and Jamestown.....	Erie R. R. Co.....	69.09	102.60	7,087.60	21.12	.....
107092	Middletown and Pine Bush.....	do.....	13.73	43.61	598.78	12	.....
107093	Long Island City and Sag Harbor.	Long Island R. R. Co.....	99.42	149.63	14,876.21	27.21	.....
107094	Winfield Junction and Thomaston.	do.....	9.99	125.69	1,255.64	30.43	.....
107095	Saratoga Springs and North Creek.	Adirondack Rwy. Co.....	57.74	95.76	5,529.18	12	.....
107096	Bath and Hammondsport... ..	Bath and Hammondsport R. R. Co.	9.77	51.90	501.20	18	.....
107097	Silver Lake Junction (n. o.) and Silver Springs.	Buffalo, Rochester and Pitts- burg Rwy. Co.	1.13	42.75	48.30	12	.....
107098	Whitehall and Castleton....	Delaware and Hudson Canal Co.	13.88	134.24	1,794.13	21	.....
107099	Vacant.	Long Island R. R. Co.....	5.89	53.01	312.22	21	.....
107100	Valley Stream and Far Rockaway.	New York, Ontario and Western Rwy. Co.	32.22	65.84	2,121.36	18	.....
107101	Sidney and Edmeston.....	Buffalo, Rochester and Pitts- burg Rwy. Co.	236.76	91.49	21,661.17	13.86	.....
107102	Rochester, N. Y., and Wall- ston, N. Y.	Fall Brook Rwy. Co.....	186.92	95.76	17,899.45	12.03	.....
107103	Lyon, N. Y., and Williams- port, Pa.	New Jersey and New York R. R. Co.	4.58	42.75	195.78	15	.....
107104	New City and New City Junction (n. o.).	Chateaufort R. R. Co.....	73.60	77.81	5,726.81	12	.....
107105	Plattsburg and Saranac Lake.	New York Central and Hud- son River R. R. Co.	7.53	249.66	1,879.93	90.86	.....
107106	Albany and Troy.....	Fitchburg R. R. Co.....	4.62	42.75	197.50	6	.....
107107	Mechanicville and Rey- nolds.	Delaware, Lackawanna and Western R. R. Co.	411.46	182.12	74,935.09	35.99	.....
107108	Hackett, N. J., and Buffalo, N. Y.	do.....	.....	.....	.....	.....	.....

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1897—Continued.

Num- ber of route.	State and terminal.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lions of rail- way post-offi- ces author- ized.	Remarks.
NEW YORK—continued.											
107109	New Rochelle and Jersey City (Penn. R. R. Sta.)	New York, New Haven and Hartford R. R. Co.	24.68	198.36	\$, 895.52	17.16		Dollars.			
107110	DeKalb Junction and Norwood.	New York Central and Hud-son River R. R. Co.	25.17	124.83	3, 141.97	18					
107111	Mineola and Hempstead	Long Island R. R. Co.	8.53	43.61	153.94	16.39					
107112	Stewart Junction (n. o.) and Hempstead Crossing (n. o.)	do	8.92	91.49	358.64	9.94					
107113	Summitville and Ellenville.	New York, Ontario and Western Rwy. Co.	8.38	59.00	494.42	21					
107114	West Troy Junction (n. o.) and Green Island Depot	Delaware and Hudson Canal Co.	.78	222.30	173.89	97.80					
107115	Theresa Junction (n. o.) and Clayton.	New York Central and Hud-son River R. R. Co.	15.97	58.14	928.49	12					
107116	Honoe Junction (n. o.) and State Line (n. o.)	Pitchburg R. R. Co.	5.04	235.13	1, 185.05	31					
107117	Manor Junction (n. o.) and Eastport Junction (n. o.)	Long Island R. R. Co.	5.92	42.75	253.08	6					
107118	Phoenicia and Hunter.	Stony Clove and Catskill Mountain R. R. Co.	14.79	50.45	744.15	12					
107119	Herkimer and Poland.	New York Central and Hud-son River R. R. Co.	16.83	55.58	935.41	18					
107120	Whitestone Junction (n. o.) and Whites tone.	Long Island R. R. Co.	4.74	60.71	287.76	28.93					
107121	Meacherville and Schuy-lerville Junction (n. o.)	Pitchburg R. R. Co.	14.74	45.32	668.01	12					
107122	Addison, N. Y., and Galeton, Pa.	Addison and Pennsylvania Rwy. Co.	46.84	70.11	3, 248.89	7.68					
107123	Rochester and Hinsdale.	Western New York and Pennsylvania R. R. Co.	98.70	82.08	8, 101.29	12					
107124	Brooklyn and Jamaica.	Long Island R. R. Co.	9.58	72.68	694.27	18.50					
107125	Hopewell Junction and Fish-kill on the Hudson.	New England R. R. Co.	13.62	49.59	675.41	6					Lap service.
107126	Buffalo and Black Rock (n. o.) (N. Y. C. & H. R. R. R. Sta.).	Grand Trunk Rwy. Co. of Canada.	4.59	49.59	227.61	9					
107127	Vacant.	Lehigh Valley R. R. Co.	5.43	45.33	245.63	15					
107128	Hayt Corners and Willard.										

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1897—Continued.

Nm. ber of route.	State and terminal.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage for railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	NEW YORK—continued.										
107157	Vacant.										
107158	Millerton and State Line (n. o.)	Philadelphia, Reading and New England R. R. Co.	1.60	42.75	68.40	9					
107159	Van Kitten Junction (n. o.)	Lehigh Valley R. R. Co.	56.30	76.10	4,294.43	6	56.30	25.00	1,407.50	1 line 40 feet.	
107160	Geneva and General Junction (n. o.)	do	104.17	132.53	13,805.65	22.92	103.20	25.00	2,580.00	do	
107161	Rochester and Buffalo Falls	do	16.35	64.98	1,062.42	32.64					
107162	Olean and Bolivar	Central New York and Western R. R. Co.	18.53		720.00	6					Agreement
107163	Dolgeville and Little Falls	Little Falls and Dolgeville R. R. Co.	11.20	46.17	517.10	12					
107164	Stanley and Naples	Lehigh Valley R. R. Co.	22.52	42.75	962.73	13					
107165	Clifton (n. o.) and Rosebank	Sutton Island Rapid Transit R. R. Co.	1.30	42.75	55.57	6					
107166	Vacant.										
107167	Malone and Poland	New York Central and Hudson River R. R. Co.	158.10	74.39	11,761.05	12					
107168	Lake Clear Junction (n. o.) and Saranac Lake.	do	6.65	42.75	284.23	13					
107169	Vacant.										
107170	Vacant.										
107171	Malone and Canada Line (n. o.)	do	11.34		340.20	6					Do.
107172	Vacant.										
107173	Geneva and Stanley	Lehigh Valley R. R. Co.	8.35	42.75	356.96	6					Do.
107174	East New York Junction (n. o.) and Manhattan Beach Station.	Long Island R. R. Co.	9.10		50.00	6					
107175	Bushwick Junction (n. o.) and East New York.	do	3.08	42.75	131.67	16.85					Do.
107176	Mechanicville and Schenectady.	Delaware and Hudson Canal Co.	17.41		500.00	6					Do.
107177	Bridgeton and Amherst.	Long Island R. R. Co.	10.36		442.89	6					Do.
107178	Echo and Wading River	do	12.40	42.75	530.09	6					Do.
107179	Attica and Arcade	Buffalo, Attica and Arcade R. R. Co.	23.21		900.00	6					Do.

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1897—Continued.

Num- ber of route.	State and terminl.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
		NEW JERSEY—continued.									
100016	Vacant.										
100017	Jersey City, N. J., and Atlantic City, N. J.	Northern R. R. Co. of New Jersey.	30.38	109.44	8,324.78	30					
100018	Barnegat and Atlantic City, N. J.	Manalapan and Long Beach Transportation Co. of New Jersey and Seashore R. R. Co.	8.43	42.75	360.38	6					
100019	Newfield and Atlantic City, N. J.	Atlantic City R. R. Co.	84.60	64.13	2,218.89	16.50					
100020	Pleasantville and Somers Point.	Atlantic City R. R. Co.	7.43	42.75	317.63	12					
100021	Elmer and Salem.	Atlantic City R. R. Co.	17.62	53.01	934.03	20.56					
100022	Woodbury and Riddleton Junction (n. o.).	Atlantic City R. R. Co.	22.24	70.11	1,559.24	21					
100023	Monmouth Junction and Sea Girt (n. o.).	Pennsylvania R. R. Co.	33.38	66.69	2,226.11	12.22					
100024	Jersey City, N. J., and Hav- ersham, N. Y.	New Jersey and New York R. R. Co.	41.79	71.83	3,001.35	8					
100025	Waterloo and Franklin Fur- nace.	Sussex R. R. Co.	23.49	66.69	1,566.54	17.23					
100026	Highlands and Branchport (n. o.).	Central R. R. Co. of New Jersey.	7.52	42.75	321.48	21					
100027	Newark and Montclair.	Delaware, Lackawanna and Western R. R. Co.	6.21	76.95	477.85	80					
100028	Washington, N. J., and East- on, Pa.	Atlantic City R. R. Co.	14.87	79.53	1,142.70	7.50					
100029	Oak Island Junction (n. o.) and Jersey City (Wash- ington street).	Lehigh Valley R. R. Co.	6.78	42.75	289.84	6	6.78	25.00	169.50	1 line 40 feet.	
100030	Newark and Paterson.	Erie R. R. Co.	11.74	47.88	562.11	33.50					
100031	Vacant.										
100032	Whiting and Tuckerton.	Tuckerton R. R. Co.	29.61	70.97	2,101.42	12					
100033	Bridgeton and Bivalve.	Central R. R. Co. of New Jersey.	20.97	70.11	1,470.20	12					
100034	Jersey City, N. J., and Greenwood Lake, N. Y.	New York and Greenwood Lake Rwy. Co.	48.12	66.69	3,209.12	12.57					
100035	Williamstown Junction (n. o.) and Mullica Hill.	Atlantic City R. R. Co.	19.73	42.75	848.46	12					
100036	Summit and Barnardville.	Delaware, Lackawanna and Western R. R. Co.	14.80	55.53	822.58	16					

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1897—Continued.

Num- ber of route.	State and terminal.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage for post- office cars.	Pay per mile for post- office cars.	Annual rate of pay for post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
NEW JERSEY—continued.											
109066	Ringwood and Ringwood Junction (n. o.)	New York and Greenwood Lake Rwy. Co.	2.61	Dollars. 42.75	Dollars. 111.57	6	Miles.	Dollars.			
109067	Pottersville and White Horse Station.	Rockaway Valley Rwy. Co.	8.40	42.75	359.10	12					
109068	Vacant.										
109069	Madison Junction (n. o.) and Atlantic Highlands.	Central R. R. Co. of New Jersey.	11.02	53.87	593.64	17.21					
109070	Brown Mills and Brown Mills Junction (n. o.)	Pennsylvania R. R. Co.	2.02	42.75	86.35	12					
109071	Bernardsville and Gladstone	Delaware, Lackawanna and Western R. R. Co.	7.89	42.75	337.29	12					
109072	Philadelphia, Pa., and Atlantic City, N. J.	Atlantic City R. R. Co.	57.39	53.01	3,042.24	15.06					
109073	Garden and Greentech.	do	13.44	42.75	574.56	12					
109074	Brigantine Junction (n. o.) and Brigantine.	do	14.54	42.75	621.58	12					
109075	Landdown Station (n. o.)	Lehigh Valley R. R. Co.	3.99	42.75	170.57	12					
109076	New Brunswick and South Amboy.	Baritan River R. R. Co.	13.65	42.75	583.53	18					
109077	Vacant.										
109078	Vacant.										
109079	Newark and Jersey City.	Central R. R. Co. of New Jersey.	7.81	192.45	1,268.73	50.62					
109080	Alloway Junction (n. o.) and Quinton.	West Jersey and Seashore R. R. Co.	4.41	42.75	189.53	18					
109081	Rockaway and Elberonia.	Central R. R. Co. of New Jersey.	3.61	42.75	155.61	18					
109082	Morristown and Whippany.	Whippany River R. R. Co.	4.54	42.75	194.08	12					
109083	Pottersville and Morristown	Rockaway Valley Rwy. Co.	19.76	42.75	844.74	12					
109084	Lodi Junction (n. o.) and Lodi.	New York, Susquehanna and Western R. R. Co.	1.75			6					Pay not fixed.
109085	Bridgton Junction (n. o.) and East Bridgton (n. o.)	Central Railroad Co. of New Jersey.	2.04	42.75	87.21	6					
				433,096.75						90,956.50	

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1897—Continued.

Num- ber of route.	State and terminl.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage for railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
PENNSYLVANIA—continued.											
110027	Lancaster and Middletown.	Pennsylvania R. R. Co.	32.24	116.28	<i>Dollars.</i> 3,760.49	13.63					
110028	Harrisburg and Auburn.	Philadelphia and Reading Rwy. Co.	59.10	53.01	3,132.89	6					
110029	Stewartstown and New Freedom.	Stewartstown R. R. Co.	7.56	47.03	355.54	15					
110030	Harrisburg, Pa., and Win- chester, Va.	Cumberland Valley R. R. Co.	116.65	147.92	17,254.86	26.37					
110031	Columbia and Sinking Spring.	Reading and Columbia R. R. Co.	40.13	79.52	3,191.13	12					
110032	Columbia, Pa., and Freder- ick, Md.	Pennsylvania R. R. Co.	69.30	93.20	6,458.76	19.21					
110033	Berlin Junction (n. o.) and East Berlin.	Berlin Branch R. R. Co.	7.01	42.75	299.67	12					
110034	Huntingdon and Mount Dal- las Station (n. o.).	Huntingdon and Broad Top Mountain R. R. and Coal Co.	45.15	99.18	4,477.97	13					
110035	Tyrone and Grantman.	Pennsylvania R. R. Co.	52.86	93.20	4,925.55	15.37					
110036	Altoona and Elmira.	do	28.60	66.69	1,907.33	34.18					
110037	Cresson and Elmhurst.	do	11.56	56.43	652.33	12					
110038	Tyrone and Lock Haven.	do	55.05	82.94	4,565.84	16.68					
110039	Blairsville and Allegheny River.	do	68.24	123.25	8,841.55	32.96					
110040	Pittsburg, Pa., and Wheel- ing, W. Va.	Baltimore and Ohio R. R. Co.	70.56	155.61	10,979.84	31.28					
110041	Pittsburg and Oil City.	Allegheny Valley Rwy. Co.	132.61	174.42	23,120.83	27					
110042	Branch and Indiana.	Pennsylvania R. R. Co.	19.12	112.01	2,141.63	19.79					
110043	Meadville and Oil City.	Erie R. Co.	36.53	76.95	2,810.98	18					
110044	Erie and Kenwood Junction (n. o.).	Pennsylvania R. R. Co.	119.10	143.64	17,107.52	11					
110045	Oil City, Pa., and Ashta- bula, Ohio.	Lake Shore and Michigan Southern Rwy. Co.	88.46	114.57	10,134.86	17.03					
110046	Bethlehem and Bangor.	Ledwith and Lackawanna R. R. Co.	31.55	48.74	1,537.74	15					
110047	Downingtown and Conse- toga Junction (n. o.).	Pennsylvania R. R. Co.	39.04	64.13	2,503.63	13.96					
110048	West Chester and Phenix- ville.	do	18.63	51.90	955.71	20.34					
110049	Lewistown Junction (n. o.) and Milroy.	do	12.46	47.88	596.58	15.17					

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1897—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
	PENNSYLVANIA—continued.		Miles.	Dollars.	Dollars.		Miles.	Dollars.	Dollars.		
110080	Mechanicsburg and Dill- enburgh	Cumberland Valley R. Co.	8.80	52.15	459.00	15					
110081	Pittsburg and West Branch Valley	Pennsylvania R. Co.	53.91	119.70	6,453.02	28.60					
110082	Woodville and Hickman...	Pittsburg, Chartiers and Youghiogheny Rwy. Co.	8.81	42.75	162.87	6					
110083	Snow Shoe and Snow Shoe Intersection (n. o.)	Pennsylvania R. Co.	17.22	42.75	738.15	6					
110084	Holidaysburg and Leitt...	do	20.40	52.15	1,064.05	16.47					
110085	Mount Union and Roberta- dale	East Broad Top R. R. and Coal Co.	30.13	45.32	1,365.49	12					
110086	Mount Jewett and Gallery...	Pittsburg and Western Rwy. Co.	138.72	32.08	11,838.13	14.48					
110087	Ballwood and Horatio.....	Pennsylvania and North- western R. R. Co.	61.07	75.24	4,594.90	11.78					
110088	Alaska (n. o.) and Mount Carmel	Philadelphia and Reading Rwy. Co.	2.10	42.75	89.77	80					
110089	Reading and Slatington.....	do	44.08	51.30	2,261.30	6					
110090	Berlin and Garrett.....	Baltimore and Ohio R. R. Co.	8.50	42.75	363.87	12					
110091	Larabee and Clermont.....	Western New York and Pennsylvania R. R. Co.	22.20	49.59	1,100.89	14.42					
110092	Delta and Peach Bottom....	York Southern R. R. Co.	5.73	42.75	244.95	6					
110093	Vacant										
110094	Oxford and Susquehanna (n. o.)	Lancaster, Oxford and Southern R. R. Co.	20.13	42.75	860.55	10					
110095	Pittsburg and Castle Shan- non.	Pittsburg and Castle Shan- non R. R. Co.	6.73	42.75	287.70	12					
110096	Newcastle and Stoneboro....	Western New York and Pennsylvania R. R. Co.	35.34	66.69	2,356.82	15.68					
110097	Whitehaven and Upper Lehigh	Central R. R. Co. of New Jersey	9.80	42.75	418.95	13					
110098	Norristown and Lansdale...	Stony Creek R. R. Co.	10.98	42.75	464.26	12					
110099	Ossola Mills and Belsens Mills.	Pennsylvania R. R. Co.	17.38	50.45	876.82	15					
110100	Tamaqua and Mauchokunk.	Central R. R. Co. of New Jersey	15.68	55.56	871.49	21					
110101	Wilkesbarre and Wanamie.	do	12.27	42.75	524.54	18					

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1897—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route. Miles.	Pay per mile for trans- porta- tion. Dollars.	Annual rate of pay for trans- portation. Dollars.	Aver- age num- ber of trips per week.	Author- ized miles for railway post- office cars.	Pay per mile for railway post- office cars. Dollars.	Annual rate of pay for rail- way post- office cars. Dollars.	Lines of rail- way post-office cars author- ized.	Remarks.
PENNSYLVANIA—continued.											
110130	Daguaschonda and Dagus Mines.	Erle R. R. Co.	6.02	42.75	257.35	12	.....	.....	.....	.....	.....
110131	Landenburg and Pasadena.	Pennsylvania R. R. Co.	18.77	42.75	802.41	6	.....	.....	.....	.....	.....
110132	Bradford and Smethport.	Bradford, Burdell and Kin- zua Rwy. Co.	25.53	43.61	1,126.44	12	.....	.....	.....	.....	.....
110133	Mills and Ulysses.	Fall Brook Rwy. Co.	7.49	77.81	582.79	12	.....	.....	.....	.....	.....
110134	Lumber Yard (n. o.) and Jeddo.	Lehigh Valley R. R. Co.	3.56	45.32	161.34	12	.....	.....	.....	.....	.....
110135	Dubois Junction (n. o.) and Beech Creek R. R. Depot in Clearfield (n. o.)	Buffalo, Rochester, and Pitts- burg Rwy. Co.	24.33	44.46	1,170.63	12	.....	.....	.....	.....	.....
110136	Blossburg and Morris Run.	Erle R. R. Co.	3.80	42.75	162.45	6	.....	.....	.....	.....	.....
110137	Junction and Quarryville.	Reading and Columbia R. R. Co.	23.47	73.53	1,725.74	16.15	.....	.....	.....	.....	.....
110138	Saxton and Dudley.	Huntingdon and Broad Top Mountain R. R. Co.	5.94	42.75	253.98	6	.....	.....	.....	.....	.....
110139	Laurenceville and Mills.	Fall Brook Rwy. Co.	34.79	88.07	3,083.95	12	.....	.....	.....	.....	.....
110140	Hollidaysburg Junction (n. o.) and Newry.	Pennsylvania R. R. Co.	3.27	42.75	139.79	12.90	.....	.....	.....	.....	.....
110141	Broadford and Mount Pleasant.	Baltimore and Ohio R. R. Co.	10.31	42.75	440.75	6	.....	.....	.....	.....	.....
110142	Vacant.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
110143	Negley and Verona.	Allegheny Valley R. R. Co.	6.90	42.75	294.97	12	.....	.....	.....	.....	.....
110144	Port Allegany and Conden- dersport.	Condersport and Fort Alle- gany R. R. Co.	17.45	51.30	896.19	18.89	.....	.....	.....	.....	.....
110145	McKeesburg Junction (n. o.) and Mercersburg.	Cumberland Valley R. R. Co.	2.62	77.81	203.86	10	.....	.....	.....	.....	.....
110146	West Brownsville and Uniontown.	Pennsylvania R. R. Co.	18.79	22.75	803.27	12	.....	.....	.....	.....	.....
110147	Clarion Junction (n. o.) and Clarion.	Pittsburg and Western Rwy. Co.	6.54	54.72	357.86	18	.....	.....	.....	.....	.....
110148	County Home Junction (n. o.) and Herminie.	Pennsylvania R. R. Co.	10.38	42.75	443.74	12	.....	.....	.....	.....	.....
110149	Lebanon and Cornwall.	Cornwall R. R. Co.	6.36	42.75	271.89	12	.....	.....	.....	.....	.....
110150	Vacant.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
110151	Yoakwood Station (n. o.) and Trauger.	Pennsylvania R. R. Co.	12.53	42.75	535.65	12	.....	.....	.....	.....	.....

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Num. ber of route.	State and terminl.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage of railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
PENNSYLVANIA—continued.											
110181	Bearcreek and Bearcreek junction (n. o.).	Lehigh Valley R. R. Co.....	6.00	42.75	256.50	6					
110182	Lafayette and Hastings.....	Pennsylvania R. R. Co.....	14.75	42.75	629.70	9					
110183	Duncannon and New Bloom- field.	Perry County R. R. Co.....	11.42	42.75	488.20	12					
110184	McGees Mills and Glen Campbell.	Pennsylvania R. R. Co.....	8.68	42.75	371.07	12					
110185	Mount Pleasant and Scott- dale Junction (n. o.).	.....do	5.62	52.16	293.13	18					
110186	Pondereck Junction (n. o.).	Central R. R. Co. of New Jersey.	2.53	42.75	108.15	6					
110187	McKeesport and Fayette City.	Pittsburg and Lake Erie R. R. Co.	30.77	67.55	2,078.50	18					
110188	Marshburg and Kinsua.....	Western New York and Pennsylvania R. R. Co.	16.33	42.75	698.11	12					
110189	Hawley and Scranton	Erie and Wyoming Valley R. R. Co.	37.03	46.17	1,709.67	12					
110190	Wayne Junction (n. o.) and Westfalls (n. o.) in Phila- delphia, Pa.	Philadelphia and Reading Rwy. Co.	2.50	224.87	562.17	32.50	2.50	75.00	187.50	1 line 60 feet; 1 line 40 feet.	
110191	Confluence, Pa., and Krug, Md.	Baltimore and Ohio R. R. Co.	20.16	42.75	861.84	6					
110192	Instantier and Johnsonburg.	Pennsylvania R. R. Co.....	11.52	42.75	492.48	6					
110193	Turbotville and Orangeville.	Central Pennsylvania and Western R. R. Co.	25.80	42.75	1,102.94	9					
110194	Lizard Creek Junction (n. o.) and Potteville.	Lehigh Valley R. R. Co	34.30	56.43	1,985.54	24					
110195	Ormsby and Mount Jewett..	Bradford, Bordell and Kin- sua Rwy. Co.	10.92	42.75	466.83	12					
110196	Vacant.										
110197	Wilmington Junction (n. o.) and Sharpsville.	Sharpsville R. R. Co	17.30	42.75	739.57	12					
110198	Harriensburg and D. and M. Junction (n. o.).	Philadelphia and Reading Rwy. Co.	12.69	84.95	1,074.20	15					
110199	Alford and Montrose	Lackawanna and Montrose R. R. Co.	11.26	58.14	654.65	18					
110200	Latrobe and Hostetter	Pennsylvania R. R. Co.....	5.26	42.75	224.86	12					

	Austin and Conrad.....	Buffalo and Susquehanna R. Co.	18.23	46.17	841.87	12				Agreement
1102001	Vacant.....	Pittsburg, Shonango and Lake R. R. Co.	121.78	89.78	10,933.40	15.97				
1102002	Erie and Butler.....	Erie R. R. Co.	20.83	42.75	890.48	6				
1102003	Broadford and Mount Jewett.....	Central R. R. Co. of Pennsylvania	27.81	48.74	1,385.45	12				
1102004	Milhall and Bellefonte.....	Pennsylvania R. R. Co.	1.30	42.75	51.80	12				
1102005	Junction (n. o.) and Whiteley.....	New York and Pennsylvania R. R. Co.	5.61	42.75	239.83	6				
1102006	Genesee and Ellieburg.....	Tionesta Valley Rwy. Co.	12.00	42.75	513.00	6				
1102007	Elialia and Lamonsville.....	Pittsburg and Moon Run R. Co.	5.00	.....	200.00	6				
1102008	Groveton and Moonrun.....									
1102009	Vacant.....	Bellefonte Central R. R. Co.	19.16	46.17	884.61	18				
1102010	Bellefonte and State College.....	Newport and Shermans Valley R. R. Co.	28.75	53.87	1,548.76	12				
1102011	Newport and New Germantown.....	Lahigh Valley R. R. Co.	16.54	.....	510.00	6				
1102012	Noxen and Ricketts.....									
1102013	Vacant.....	Pennsylvania R. R. Co.	19.86	42.75	840.46	12				
1102014	Kaylor Junction (n. o.) and Brubaker Junction (n. o.).	do	7.56	42.75	323.19	12				
1102015	Southfork and Dunlo.....	do	2.10	42.75	86.77	6				
1102016	Three Runs (n. o.) and Potterdale.....	Williams Valley R. R. Co.	7.76	42.75	331.74	12				
1102017	Brookside (n. o.) and Williams town.....	Carlton River Rwy. Co.	10.90	42.75	465.97	12.71				
1102018	Carman and Halton.....	Pittsburg and Lake Erie R. R. Co.	3.87	42.75	144.00	33.23				
1102019	Ellwood City and West Ellwood Junction (n. o.).	Pennsylvania R. R. Co.	17.38	42.75	742.99	12				
1102020	Bradley Junction (n. o.) and Grant.....	Perry County, R. R. Co.	10.47	42.75	447.59	18				
1102021	New Bloomfield and Landisburg.....	Pennsylvania and Northwestern R. R. Co.	3.74	42.75	159.88	6				
1102022	Horsatio and Fontham (n. o.).	Tucacora Valley R. R. Co.	17.73	42.75	757.95	12				
1102023	Port Royal and East Waterford.....	Lahigh Valley R. R. Co.	5.59	54.72	305.88	21				
1102024	Wilkesbarre and Luzerne.....	New York Central and Hudson River R. R. Co.	12.05	72.68	875.79	6				
1102025	Kearney Junction (n. o.) and Mahaffey.....	Pittsburg, Chocoma, Chicago and St. Louis Rwy. Co.	6.42	42.75	274.45	12				
1102026	Bridgeville and Blahop.....									
1102027	Williamstown and Lykens.....	Williams Valley R. R. Co.	4.88	43.61	211.94	21				
1102028	Manheim Junction (n. o.) and Mount Hope Junction (n. o.).	Reading and Columbia R. Co.	6.08	42.75	259.92	6				

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1897—Continued.

Num- ber of route.	State and terminl.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
	PENNSYLVANIA—continued.										
110232	Cornwall and Mount Hope Junction (n. o.).	Cornwall R. R. Co.....	Miles. 5.39	Dollars. 42.75	Dollars. 230.42	6	Miles.	Dollars.	Dollars. .....	.....
110233	Milton Branch Junction (n. o.) and Milton.	Philadelphia and Reading Rwy. Co.	0.92	42.75	39.33	12	.....	.....	.....	.....
110234	Willowgrove Junction (n. o.) and Laughlin Junc- tion (n. o.).	Pittsburg Junction R. R. Co.	4.10	217.17	890.39	13	4.10	50.00	205.00	1 line 60 feet ..	
110235	Sonestown and Eaglesmere..	Eaglesmere R. R. Co.....	9.18	42.75	392.44	6	.....	.....	.....	.....
110236	Hazleton Junction (n. o.) and Shepton.	Delaware, Susquehanna and Schuylkill R. R. Co.	11.34	42.75	484.77	12	.....	.....	.....	.....
110237	Northmont and Satterfield...	Williamsport and North Branch R. R. Co.	17.52	42.75	748.98	12	.....	.....	.....	.....
110238	Bellevue Mills and McCart- ney.	Pennsylvania R. R. Co.....	4.80	42.75	205.20	6	.....	.....	.....	.....
110239	Lafayette Junction (n. o.) and Middletown.	.....do.....	4.20	46.17	192.91	12	.....	.....	.....	.....
110240	Connellsville, Pa., and Mor- gantown, W. Va.	Baltimore and Ohio R. R. Co.	45.18	98.33	4,422.54	12	.....	.....	.....	.....
110241	Stewart Station and Ex- port.	Pennsylvania R. R. Co.....	10.47	42.75	447.59	12	.....	.....	.....	.....	Agreement.
110242	Conrad and Galeton.....	Buffalo and Susquehanna R. R. Co.	23.25	.....	696.00	6	.....	.....	.....	.....	Do.
110243	Crossfork Junction (n. o.) and Crossfork.	.....do.....	12.77	.....	171.88	12	.....	.....	.....	.....	Do.
110244	Ashley Junction (n. o.) and Olivers Mills.	Central R. R. Co. of New Jersey.	8.04	42.75	343.71	12	.....	.....	.....	.....	Do.
110245	Vacant.										
110246	Vacant.										
110247	Vacant.										
110248	Ansonia and Galeton.....	Buffalo and Susquehanna R. R. Co.	13.22	.....	400.00	6	.....	.....	.....	.....	Do.
110249	Vacant.										
110250	York and Porters Sideling..	Western Maryland R. R. Co	15.76	.....	673.74	6	.....	.....	.....	.....	Do.
110251	Killbuck and Oswayo	New York and Pennsylva- nia R. R. Co.	9.15	42.75	391.16	6	.....	.....	.....	.....	Do.
110252	Chambersburg and Ship- penburg.	Western Maryland R. R. Co	12.15	.....	.....	6	.....	.....	.....	.....	Without compensa- tion.

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1897—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route. <i>Miles.</i>	Pay per mile for trans- porta- tion. <i>Dollars.</i>	Annual rate of pay for trans- portation. <i>Dollars.</i>	Aver- age num- ber of trips per week.	Author- ized miles, railway post- office cars.	Pay per mile for railway post- office cars. <i>Dollars.</i>	Annual rate of pay for rail- way post- office cars. <i>Dollars.</i>	Lines of rail- way post-office cars author- ized.	Remarks.
	DELAWARE—continued.										
112008	Harrington, Del., and Frank- lin City, Va.	Philadelphia, Wilmington and Baltimore R. R. Co.	78.33	70.11	5,491.71	7.83					
112007	Newark and Delaware City.	.....do.....	13.87	42.75	592.94	12.50					
			318.56		37,292.07						
	MARYLAND.										
113001	Philadelphia, Pa., and Wash- ington, D. C.	Philadelphia, Wilmington and Baltimore R. R. Co.	137.53	1,734.80	238,587.04	147.02	137.53	200.00	27,506.00	3 lines 60 feet; 2 lines 40 ft.	
113002	Baltimore, Md., and Sun- bury, Pa.	Northern Central Rwy. Co..	138.19	370.23	51,160.70	47.60	138	40.00	5,520.00	1 line 50 feet...	
113003	Baltimore, Md., and Bellaire, Ohio.	Baltimore and Ohio R. R. Co.	390.80	698.12	271,652.89	51.77	40 152.20 102.20	225.00 200.00 190.00	54,770.00	4 lines 60 feet; 1 line 40 feet; 4 lines 60 feet; 3 lines 60 feet..	Baltimore, Md., to Washington, D. C. Washington, D. C., to Cumberland, Md., Cumberland, Md., to Granton, W. Va.
113004	Araby and Frederick.	.....do.....	3.85	83.79	322.59	46.50					
113005	Weverton and Hagerstown.	.....do.....	24.46	82.94	2,028.71	18					
113006	Baltimore and Hagerstown.	Western Maryland R. R. Co.	86.95	159.03	13,827.65	22	86.60	25.00	2,165.00	1 line 40 feet..	
113007	Annapolis and Annapolis Junction.	Annapolis, Washington and Baltimore R. R. Co.	21.04	83.27	1,831.20	31.50					
113008	Cambridge, Md., and Sea- ford, Del.	Philadelphia, Wilmington and Baltimore R. R. Co.	33.63	65.84	2,214.19	6					
113009	Baltimore and Ocean City.	Baltimore, Chesapeake and Atlantic Rwy. Co.	103.73	44.46	4,611.83	7.73					
113010	Townsend, Del., and Center- ville, Md.	Philadelphia, Wilmington and Baltimore R. R. Co.	35.26	70.97	2,502.40	12					
113011	Cumberland, Md., and Pied- mont, W. Va.	Cumberland and Penneyl- vania R. R. Co.	33.81	88.79	2,882.93	12					
113012	Clayton, Del., and Chester- town, Md.	Baltimore and Delaware Bay R. R. Co.	32.50	74.39	2,417.67	6					
113013	Brandywine and Mechanics- ville.	Washington and Potomac R. R. Co.	20.37	42.75	866.54	6					
113014	Bowie and Faulkner.	Philadelphia, Wilmington and Baltimore R. R. Co.	45.45	76.10	3,458.74	13					

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C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1897—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for railway post-office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
VIRGINIA—continued.											
114005	Newport News, Va., and Huntington, W. Va.	Chesapeake and Ohio Rwy. Co.	494.45	222.30	109,960.69	18	Miles. 343.50	Dollars. 80.00	Dollars. 27,480.00	3 lines 50 feet.	R. P. O. Gordonsville and Huntingdon.
114006	Richmond and Danville junction (n. o.).	Southern Rwy. Co.	140.23	157.32	22,060.98	14	.....	.....	.....	.....	.....
114007	Richmond and West Point.	.....do.....	39.44	72.68	2,866.49	15	.....	.....	.....	.....	.....
114008	Richmond and Petersburg.	Richmond and Petersburg R. R. Co.	23.46	436.91	10,249.90	52.50	23.00	90.00	2,070.00	1 line 60 feet; 1 line 50 feet.	.....
114009	Petersburg, Va., and Wel- don, N. C.	Petersburg R. R. Co.	63.54	386.46	24,555.66	21	63.30	90.00	5,697.00	1 line 60 feet; 1 line 50 feet.	.....
114010	Petersburg and City Point.	Norfolk and Western Rwy. Co.	10.55	42.75	451.01	6	.....	.....	.....	.....	.....
114011	Norfolk and Lynchburg....	.....do.....	204.73	139.37	28,533.22	23.75	.....	.....	.....	.....	.....
114012	Bluestone Junction (n. o.).	.....do.....	1.59	42.75	67.97	23	.....	.....	.....	.....	.....
114013	Lynchburg, Va., and Bristol, Tenn.	.....do.....	204.41	245.39	50,160.16	21	203.33	50.00	10,191.50	2 lines 40 feet.	.....
114014	Glad Spring and Saltville..	.....do.....	9.03	42.75	411.25	12	.....	.....	.....	.....	.....
114015	Portsmouth, Va., and Wel- don, N. C.	Seaboard and Roanoke R. R. Co.	73.87	94.91	7,466.56	13	.....	.....	.....	.....	.....
114016	Lynchburg and Danville junction (n. o.).	Southern Rwy. Co.	65.52	601.92	39,497.79	17.50	65.24	215.00	14,028.60	3 lines 60 feet; 1 line 50 feet; 1 line 40 feet.	.....
114017	Bermuda Hundred and Farm- ville.	Farmville and Powhatan R. R. Co.	89.56	43.61	3,905.71	6.52	.....	.....	.....	.....	.....
114018	Washington, D. C., and Alex- andria, Va.	Philadelphia, Wilmington and Baltimore R. R. Co.	6.74	64.13	432.24	24	.....	.....	.....	.....	.....
114019	Vacant.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
114020	Fredericksburg and Orange.	Potomac, Fredericksburg and Piedmont R. R. Co.	39.49	61.66	2,430.38	6	.....	.....	.....	.....	.....
114021	Hagerstown, Md., and Roan- oke, Va.	Norfolk and Western Rwy. Co.	239.93	141.08	33,849.32	19.54	.....	.....	.....	.....	.....
114022	Rhine and Rockmount....	Southern Rwy. Co.	37.36	42.75	1,597.14	6	.....	.....	.....	.....	.....
114023	Richmond and Clifton Forge.	Chesapeake and Ohio Rwy. Co.	230.20	77.81	17,911.86	13.13	.....	.....	.....	.....	.....
114024	Calverton and Warrenton....	Southern Rwy. Co.	9.17	59.00	541.03	20	.....	.....	.....	.....	.....
114025	Orange and Gordonsville....	Chesapeake and Ohio Rwy. Co.	9.18	222.30	2,040.71	14	9.00	80.00	720.00	2 lines 50 feet.	.....

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1897—Continued.

Num- ber of route.	State and terminal.	Title of company.	Length of route. Miles.	Pay per mile for trans- porta- tion. Dollars.	Annual rate of pay for trans- portation. Dollars.	Aver- age num- ber of trips per week.	Author- ized mileage of railway post- office cars. Miles.	Pay per mile for railway post- office cars. Dollars.	Annual rate of pay for rail- way post- office cars. Dollars.	Lines of rail- way post-office cars author- ized.	Remarks.
VIRGINIA—continued.											
114003	Bessemer and Craig City....	Chesapeake and Ohio Rwy. Co.	28.02	43.75	1,112.36	6	.....	.....	.....	.....	.....
114004	Covington and Hot Springs.	.....do	25.16	43.61	1,097.28	7	.....	.....	.....	.....	.....
114005	Roanoke, Va., and Winston, N. C.	Norfolk and Western Rwy. Co.	122.09	49.59	6,054.43	6	.....	.....	.....	.....	.....
114006	Washington, D. C., and Quantico Junction (n. o.), Va.	Philadelphia, Wilmington and Baltimore R. Co.	34.19	490.77	16,779.43	24.50	34.19	130.00	4,444.70	1 line 60 feet; 2 lines 50 ft.	.....
114007	Elkton and Bridgewater....	Chesapeake and Western R. R. Co.	27.87	42.75	1,191.44	6	.....	.....	.....	.....	.....
114008	Strasburg and Harrisonburg.	Southern Rwy. Co.	50.99	128.25	6,539.46	18.60	.....	.....	.....	.....	.....
114009	Harrisonburg and Lexington.	Baltimore and Ohio R. R. Co.	62.55	128.25	8,022.03	18.60	.....	.....	.....	.....	.....
114000	Interior and Big Stone Junc- tion (n. o.).	Big Stony Rwy. Co.	11.24	42.75	480.51	6	.....	.....	.....	.....	.....
WEST VIRGINIA.			4,245.23	.....	672,121.73	.....	.....	.....	119,196.55	.....	.....
116001	Harpers Ferry, W. Va., and Strasburg Junction (n. o.).	Baltimore and Ohio R. R. Co.	51.21	128.25	6,567.68	18.60	.....	.....	.....	.....	.....
116002	Grafton and Parkersburg.	.....do	103.81	510.44	52,938.77	20.50	103.80	150.00	15,495.00	3 lines 60 feet.	Agreement.
116003	Charleston and Clendenina..	Charleston, Clendenin and Pensacola R. Co.	21.26	.....	908.55	6	.....	.....	.....	.....	.....
116004	Pennsboro and Harriaville..	Pennsboro and Harriaville Ritchie County Rwy. Co.	8.81	47.83	421.62	12	.....	.....	.....	.....	.....
116005	Wheeling Junction (n. o.) and Wheeling.	Pittsburgh, Cincinnati, Chi- cago and St. Louis Rwy. Co.	24.45	128.98	3,031.31	31	.....	.....	.....	.....	.....
116006	Charleburg and Sutton	West Virginia and Pitts- burg R. R. Co.	69.78	83.07	6,145.52	9.97	.....	.....	.....	.....	.....
116007	Thomas and Davis.....	West Virginia Central and Pittsburg Rwy. Co.	6.49	42.75	277.44	12	.....	.....	.....	.....	.....
116008	Winifrede Junction (n. o.) and Winifrede.	Winifrede R. R. Co.	4.70	42.75	200.92	17.50	.....	.....	.....	.....	.....
116009	Hendricks and Horton.....	Dry Fork R. R. Co.	31.40	.....	963.19	6	.....	.....	.....	.....	Do.

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897—Continued.*

Num- ber of route.	State and terminl.	Title of company.	Length of route. Miles.	Pay per mile for trans- porta- tion. Dollars.	Annual rate of pay for trans- portation. Dollars.	Aver- age num- ber of post- trip per week.	Author- ized miles. Miles.	Pay per mile for post- office cars. Dollars.	Annual rate of pay for rail- way post- office cars. Dollars.	Lines of rail- way post-office cars author- ized.	Remarks.
WEST VIRGINIA—continued.											
116039	Huntington and Kenova.....	Ohio River R. R. Co.	8.76	105.17	921.28	6					
116040	Thurmond and Macdonald.....	Chesapeake and Ohio Rwy. Co.	10.00	42.75	427.50	6					
116041	North Fork Junction (n. o.) and Abland.	Norfolk and Western Rwy. Co.	5.64	42.75	241.10	6					
NORTH CAROLINA.											
			1,190.26		138,127.68				15,495.00		
118001	Weldon and Raleigh.....	Raleigh and Gaston R. R. Co.	94.07	157.32	15,113.73	14					
118002	Weldon and State Line (n. o.)	Wilmington and Weldon R. R. Co.	172.67	853.12	60,973.23	22.64			90.00	15,534.00	1 line 60 feet; 1 line 50 feet.
118003	Wilmington and Rutherford- ton.	Carolina Central R. R. Co.	268.11	94.62	25,904.78	11.09					
118004	Goldboro and Greensboro ..	Southern Rwy. Co.	129.77	147.92	19,195.57	18.37					
118005	Goldboro and Morehead City.	Atlantic and North Caro- lina R. R. Co.	93.78	93.20	8,740.29	9					
118006	Salisbury, N. C., and Morris- town, Tenn.	Southern Rwy. Co.	228.75	133.38	30,510.67	7.05					
118007	Charlotte, N. C., and An- gusta, Ga.	.....do	191.00	211.19	40,337.29	17.90					
118008	Wilson and Wilmington	Wilmington and Weldon R. R. Co.	103.36	138.51	15,008.94	14					
118009	Charlotte and Taylorsville....	Southern Rwy. Co.	64.57	59.00	3,800.63	10.08					
118010	Raleigh and Hamlet.....	Raleigh and Augusta Air Line R. R. Co.	96.66	146.21	14,132.65	14					
118011	Mount Airy and Wilmington	Cape Fear and Yadkin Val- ley Rwy. Co.	248.30	86.36	21,443.18	11.76					
118012	Greensboro and North Wilkesboro.	Southern Rwy. Co.	104.87	128.25	13,385.45	9.02					
118013	Danville Junction (n. o.), Va., and Atlanta, Ga.	.....do	409.40	711.36	291,230.78	24.40	142.00	190.00	60,405.00	(3 lines 60 feet; 1 line 50 feet; 2 lines 60 feet; 1 line 40 feet.	Danville Junction (n. o.) to Charlotte. Charlotte to Atlanta.
118014	Oxford and Henderson.....	.....do	14.71	47.03	691.81	19	267.40	125.00			
118015	Rocky Mount and Tarboro ..	Wilmington and Weldon R. R. Co.	16.64	108.59	1,804.93	19					

118016	Ashville Junction (n. o.) and Murphy.	Southern Rwy. Co.	123.94	59.00	7,312.48	6																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
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0.90 miles, Hickory
to Newton, lap serv-
ice over route 118-
006 at \$7.70 per mile.

Agreement

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1897—Continued.

Numb- of route.	States and termini.	Title of company.	Length of route. <i>Miles.</i>	Pay per mile for trans- porta- tion. <i>Dollars.</i>	Annual rate of pay for trans- portation. <i>Dollars.</i>	Aver- age num- ber of trips per week.	Author- ized miles, railway post- office cars. <i>Miles.</i>	Pay per mile for railway post- office cars. <i>Dollars.</i>	Annual rate of pay for rail- way post- office cars. <i>Dollars.</i>	Lines of rail- way post-office cars author- ized.	Remarks.
NORTH CAROLINA—continued.											
118043	Aberdeen and Ashboro.....	Aberdeen and West End R. R. Co.	57.39	42.75	2,453.41	6	.....	.....	.....	.....
118044	Carthage and Currier'sville....	Carthage and Western R. R. Co.	11.55	42.75	493.76	6	.....	.....	.....	.....
118045	Hamlet, N. C., and Chersaw, S. C.	Raleigh and Augusta Air Line R. R. Co.	18.52	42.75	791.73	6	.....	.....	.....	.....
118046	Salisbury and Norwood.....	Southern Rwy. Co.	41.61	50.45	2,099.22	6	.....	.....	.....	.....
117048	Hub, N. C., and Conway, S. C.	Wilmington, Columbia and Augusta R. R. Co.	50.07	47.03	2,354.79	6	.....	.....	.....	.....
118049	Red Springs and Bowmore....	Red Springs Lumber Co.	11.67	.....	300.00	6	.....	.....	.....	.....	Agreement.
118050	Winston and Mocksville.....	Southern Rwy. Co.	27.37	42.75	1,170.06	6	.....	.....	.....	.....
118051	Vacant.	.....	.....	.....	.....	.....	.....	.....	.....	.....
118052	Paralele and Washington....	Wilmington and Weldon R. R. Co.	25.33	70.11	1,775.88	12	.....	.....	.....	.....
118054	Wilmington and Newbern....	Wilmington, Newbern and Norfolk Rwy. Co.	38.96	43.61	3,879.54	6	.....	.....	.....	.....
118055	Vacant.	.....	.....	.....	.....	.....	.....	.....	.....	.....
118056	Gumberry and Jackson.....	Northampton and Hertford R. R. Co.	9.31	42.75	398.00	12	.....	.....	.....	.....
118057	Gulf and Glendon.....	Durham and Charlotte R. R. Co.	8.83	42.75	377.48	6	.....	.....	.....	.....
118058	Hendersonville and Brevard.	Hendersonville and Brevard Rwy. Telegraph and Tele- phone Co.	22.64	43.61	987.33	7	.....	.....	.....	.....
118059	Vacant.	.....	.....	.....	.....	.....	.....	.....	.....	.....	Do.
118060	Filo and Troy.....	Aberdeen and West End R. R. Co.	7.58	.....	250.00	6	.....	.....	.....	.....	Do.
118061	Aberdeen and Endon.....	Aberdeen and Rockfish R. R. Co.	12.30	.....	150.00	6	.....	.....	.....	.....	Do.
118062	Junction (n. c.) and Montrose	.....do.....	3.00	.....	50.00	6	.....	.....	.....	.....	Do.
				3,629.66	644,265.67						
					75,939.00						

118016	Ashville Junction (n. o.)	Southern Rwy. Co.	128.94	59.00	7,312.46	6
118017	Ellenboro and Carleean.....	Carolina Central R. R. Co.	4.70	42.75	200.93	6
118018	University Station and Chapel Hill Station.....	Southern Rwy. Co.	11.38	44.17	524.48	18
118019	Hallifax and Kinston.....	Wilmington and Weldon R. Co.	87.48	69.26	6,068.86	6
118020	Tarboro and Plymouth.....	do.....	53.63	62.43	3,247.58	8.93
118021	Hillsboro and Winton.....	Southern Rwy. Co., and D. M. & S. W. Junction	28.14	51.80	1,443.58	6
118022	Hamlet and Leaksville.....	Seaboard and Roanoke R. Co.	8.12	42.75	347.13	6
118023	Leahair, N. C., and Chester, S. C.	Chester and Lincolnton Narrow Gauge R. R. Co.	109.88	65.84	6,658.91	7.10
118024	Junction (n. o.) and Henrietta.....	Carolina Central R. R. Co.	1.92	42.75	82.08	6
118025	Louisburg and Franklinton.....	Raleigh and Gaston R. R. Co.	10.45	43.61	455.72	12
118026	Warren Plains and Warren- ton.....	Warrenton R. R. Co.	8.38	42.75	144.46	6
118027	Aberdeen and Pattersons Bridges.....	Moore County R. R. Co.	12.87	.....	250.00	6
118028	Rockymount and Spring- hope.....	Wilmington and Weldon R. Co.	19.48	42.75	832.77	6
118029	Monrovia and Pittsboro.....	Raleigh and Augusta Air Line R. R. Co.	12.36	42.75	528.39	12
118030	Warsaw and Clinton.....	Wilmington and Weldon R. R. Co.	13.48	45.32	610.91	12
118031	Factory Junction (n. o.) and Rameur.....	Cape Fear and Yadkin Val- ley Rwy. Co.	19.41	42.75	839.77	6
118032	Marion, N. C., and Camden, S. C.	Ohio River and Charleston Rwy. Co.	172.55	65.84	11,380.69	6
118033	Boykins, Va., and Lewiston, N. C.	Seaboard and Roanoke R. Co.	35.62	53.87	1,918.84	13.37
118034	Hamlet and Gibson.....	Raleigh and Augusta Air Line R. R. Co.	10.07	42.75	430.49	6
118035	Wilmington and Wrights- ville.....	Wilmington Sea Coast R. Co.	9.12	42.75	389.88	6
118036	Cameron and Carthage.....	Carthage R. R. Co.	10.20	42.75	434.05	12
118037	Stokesdale and Madison.....	Cape Fear and Yadkin Val- ley Rwy. Co.	11.60	42.75	485.90	6
118038	Monroe, N. C., and Clinton, S. C.	Georgia, Carolina and Northern Rwy. Co.	91.02	135.95	12,374.16	14
118039	McKays Ferry and Belle- port.....	Norfolk and Southern R. R. Co.	30.23	45.32	1,370.02	6
118040	Vacant.....	Durham and Northern Rwy. Co.	41.51	47.68	1,967.49	9
118041	Henderson and Bennetts- ville.....	Cape Fear and Yadkin Val- ley Rwy. Co.	57.88	70.11	4,057.95	7

9.90 miles, Hickory to Newton, lap service over route 118-006 at \$7.70 per mile.

Agreement

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1897.—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
SOUTH CAROLINA—continued.											
120031	Aiken and Edgefield.....	Carolina and Cumberland Gap Rwy. Co.	Miles. 25.06	Dollars. 41.75	Dollars. 1,070.58	12		Dollars.			
120032	Wilson and Millards.....	Wilson and Summerton R. R. Co.	16.50	42.75	705.37	6					
120033	Floyds (n. o.) and Hartsville. Vacant.	Cherry and Darlington R. R. Co.	10.11	42.75	432.20	16					
120034	Eutawville and Ferguson... Vacant.	Manchester and Augusta R. R. Co.	6.23	42.75	265.80	6					
120035	Columbia and Laurens.....	Columbia, Newberry and Laurens R. R. Co.	75.28	84.65	6,372.45	14					
120036	Darlington and Denmark....	Manchester and Augusta R. R. Co.	103.79	122.25	12,311.06	8.31					
120037	Vacant.										
120038	Columbia, S. C., and Jack- sonville, Fla.	Florida Central and Penin- sular R. R. Co.	280.77	204.35	57,275.24	32.97					
120039	Latia and Clio	Florida R. R. Co.	20.28	42.75	864.97	6					
120040	Roebuck and Glenn Springs. Vacant.	Glenn Springs R. R. Co.	10.08	42.75	429.68	6					
120041	Gibson Station and Darling- ton.	Cherry and Darlington R. R. Co.	34.34	62.42	2,268.24	6					
120042	Sumter and St. Paul.....	Wilson and Summerton R. R. Co.	35.30	42.75	1,601.57	6					
				2,270.49	267,065.29				20,082.00		
GEORGIA.											
121001	Vacant.										
121002	Atlanta, Ga., and Chatta- nooga, Tenn.	Nashville, Chattanooga and St. Louis Rwy.	186.83	319.77	45,750.83	22.53	194.23	90.00	12,312.80	1 line 50 feet; 2 lines 40 feet.	
121003	Atlanta and West Point ...	Atlanta and West Point R. R. Co.	84.29	416.39	35,890.20	21	84.20	80.00	6,898.00	2 lines 50 feet.	
121004	Augusta and Atlanta	Georgia R. R. Co.	109.28	187.25	21,064.53	21					
121005	Millen and Augusta	Central of Georgia Rwy. Co.	53.52	76.10	4,072.87	21					
121006	Washington and Barnett....	Georgia R. R. Co.	17.76	66.00	1,047.84	21					

C.—*Railroad Mail Service and railway post-office cars as in operation June 30, 1897*—Continued.

Nun- ber of route.	State and terminl.	Title of company.	Length of route.	Pay per mle for rate of pay trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized miles, railway post- office cars.	Pay for mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
GEORGIA—continued.											
121037	Albany and Cordele.....	Albany and Northern Rwy. Co.	Miles. 35.46	Dollars. 42.75	Dollars. 1,515.91	6	Miles.	Dollars.	Dollars.		
121038	Cochran and Hawkinsville..	Southern Rwy. Co.....	10.60	47.03	498.51	21					
121039	Smithville and Albany.....	Central of Georgia Rwy. Co.	24.00	3,201.12	3,201.12	14					
121040	Albany, Ga., and Columbia, Ala.	do.....	63.16	65.84	4,158.45	7					
121041	Cuthbert and Fort Gaines...	do.....	23.31	42.75	996.50	6					
121042	Atlanta, Ga., and Birming- ham, Ala.	Southern Rwy. Co.....	168.08	259.92	43,687.35	15.31					
121043	Cornelia and Tallulah Falls.	Blue Ridge and Atlantic R. R. Co.	21.25	45.32	963.05	12					
121044	Climax and Chattahoochee..	Savannah, Florida and Western Rwy. Co.	32.06	64.13	2,056.00	7					
121045	Bellmont and Jefferson.....	Gainesville, Jefferson and Southern R. R. Co.	13.44	42.75	574.56	12					
121046	Sylvania and Rocky Ford...	Sylvania R. R. Co.....	14.89	44.46	662.00	12					
121047	Americus and Columbus...	Central of Georgia Rwy. Co.	63.70	54.73	3,485.66	7					
121048	Augusta and Tennille.....	Augusta Southern R. R. Co.	34.05	54.73	4,599.21	14.28					
121049	Wrightsville and Dublin...	R. R. Co.	30.00	66.69	1,333.80	14					
121050	Lyons, Ga., and Montgom- ery, Ala.	Georgia and Alabama Rwy. Co.	266.04	70.96	20,471.77	7					
121051	Columbus and McDonough...	Southern Rwy. Co.....	99.02	82.84	8,212.71	12.47					
121052	Macon and Athens.....	Central of Georgia Rwy. Co.	105.34	59.00	6,216.06	7					
121053	Midville and Swainsboro...	Midville, Swainsboro and Red Bluff R. R. Co.	18.29	42.75	781.80	6					
121054	Union Point and White Plains.	Union Point and White Plains R. R. Co.	13.80	42.75	589.95	6					
121055	Millen and Stillmore.....	Millen and Southern Rwy. Co.	31.78	42.75	1,358.59	6					
121056	Atlanta and Fort Valley...	Southern Rwy. Co.....	105.40	54.43	5,947.72	6					
121057	Chattanooga, Tenn., and Carrollton, Ga.	Chattanooga, Home and Columbus R. R.	138.82	67.55	9,377.29	8.15					
121058	Macon, Ga., and Palatka, Fla.	Georgia Southern and Flor- ida Rwy. Co.	265.93	161.60	46,206.23	14					
121059	Crawford and Lexington...	Lexington Terminal R. R. Co.	4.38	42.75	187.24	12					
121060	Wadley and Kirtville.....	Wadley and Mt. Vernon R. R. Co.	30.16	42.75	1,289.34	12					

[illegible]

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1897—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
<i>FLORIDA—continued.</i>											
123005	Pensacola and Millview.....	Pensacola and Perdido R. Co.	<i>Miles.</i> 8.53	<i>Dollars.</i> 42.75	<i>Dollars.</i> 364.55	6	<i>Miles.</i>	<i>Dollars.</i>			
123006	Jacksonville and River Junction.....	Florida Central and Penin- sular R. R. Co.	208.67	102.60	21,409.54	14.63					
123007	Sanford and Lakeland.....	Savannah, Florida and Western Rwy. Co.	83.13	177.84	14,783.83	17					
123008	Astor and Leesburg.....	St. Johns and Lake Eustis R. R. Co.	38.87	45.32	1,761.58	6					All land grant.
123009	Vacant.										
123010	Sanford and Oviedo.....	Savannah, Florida and Western Rwy. Co.	18.11	42.75	774.20	6					
123011	Wildwood and Orlando.....	Florida Central and Penin- sular R. R. Co.	54.32	70.97	3,955.09	10.50					
123012	Palatka and Brooksville.....	Florida Southern R. R. Co.	145.49	83.97	12,190.60	7					
123013	Tallahassee and St. Marks.....	Florida Central and Penin- sular R. R. Co.	22.06	42.75	943.06	3					
123014	Fort Mason (n. o.) and Lane- park.	St. Johns and Lake Eustis R. R. Co.	9.48	42.75	405.27	7.28					
123015	Pensacola and River Junc- tion.	Louisville and Nashville R. R. Co.	161.92	76.60	12,408.07	14					Do.
123016	Jacksonville and Palm Beach	Florida East Coast Rwy. Co.	301.89	137.66	41,558.17	12.03					
123017	Micanopy Junction (n. o.) and Micanopy.	Florida Southern R. R. Co.	3.74	42.75	159.88	12					
123018	Jacksonville and Sanford.....	Jacksonville, Tampa and Key West Rwy. Co.	124.30	206.06	25,613.25	17.32	124.24	25.00	3,106.00	1 line 40 feet.	Do.
123019	Waldo and Cedar Keys.....	Florida Central and Penin- sular R. R. Co.	71.20	56.08	3,992.89	7					
123020	Beresford and Deland.....	Jacksonville, Tampa and Key West Rwy. Co.	5.17	55.59	287.84	21					
123021	Wahpetta and Bartow.....	Savannah, Florida and Western Rwy. Co.	17.28	43.61	753.58	13					
123022	Rochelle and Gainesville.....	Florida Southern R. R. Co.	10.97	42.75	468.94	14					
123023	Morrison and Standard.....	Florida Central and Penin- sular R. R. Co.	4.15	42.75	177.41	6					
123024	Lakeland and Bartow.....	Savannah, Florida and Western Rwy. Co.	13.87	89.78	1,245.24	13					
123025	Enterprise Junction (n. o.) and Titusville.	Jacksonville, Tampa and Key West Rwy. Co.	40.64	47.03	1,911.29	6					

Station	Company	75.14	76.95	5,782.02	6	Agreement
Barlow and Punta Gorda.....	Florida Southern R. R. Co.	.....	.....	588.17	6	.....
Micanopy and Irvine	Gainesville and Gulf Rwy. Co.	.....	.....	.....	.....	.....
Sanford and Tavares.....	Jacksonville, Tampa and Key West Rwy. Co.	22.71	42.75	1,270.10	6	.....
Sanford and St. Petersburg.....	Sanford and St. Petersburg R. R. Co.	152.28	55.84	10,028.11	6.50	.....
Jacksonville and Pablo Beach.....	Jacksonville and Atlantic Rwy. Co.	17.35	42.75	741.71	6	.....
Lake City and Lake City Junction (n. o.).....	Savannah, Florida and Western Rwy. Co.	19.20	42.75	820.80	14	.....
Ocala and Homosassa.....	Silver Springs, Ocala and Gulf R. R. Co.	47.57	59.85	2,847.06	12.80	.....
Tavares and Clermont.....	Tavares and Gulf R. R. Co.	29.37	42.75	1,255.56	6	.....
Thomasville and Monticello.....	Savannah, Florida and Western Rwy. Co.	24.64	47.03	1,168.81	14	.....
Jacksonville and Mayport.....	Jacksonville, Mayport and Pablo Rwy. and Navigation Co.	25.00	42.75	1,068.75	6	.....
Kissimmee and Narcoossee.....	Savannah, Florida and Western Rwy. Co.	18.68	42.75	718.07	6	.....
Vacant.....	Vacant.....	.....	.....	.....	.....	.....
Drifton and Monticello.....	Florida Central and Peninsular R. R. Co.	4.66	42.75	196.21	14	.....
Vacant.....	Florida East Coast Rwy. Co.	2.97	42.75	126.96	18	.....
Tallahassee and Apalachicola.....	Carabelle, Tallahassee and Georgia R. R. Co.	79.24	51.30	4,065.01	7	.....
Vacant.....	Vacant.....	.....	.....	.....	.....	.....
Liveoak and Lauraville.....	Live Oak and Gulf Rwy. Co.	17.38	42.75	742.99	6	.....
Gainesville and High Springs.....	Savannah, Florida and Western Rwy. Co.	22.88	54.13	1,467.29	14	.....
Gainesville and Micanopy	Gainesville and Gulf Rwy. Co.	17.21	22.01	878.79	7	.....
Starke and Alachua	Atlantic, Suwanee River and Gulf Rwy. Co.	27.94	.....	500.00	6	.....
Westlake and Ellaville	Ellaville, Westlake and Jennings R. R. Co.	10.02	.....	300.00	6	.....
West Palm Beach Junction (n. o.) and Miami.....	Florida East Coast Rwy. Co.	68.06	93.20	6,243.19	6	.....
		2,854.66	216,655.13	3,106.00		

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1897—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
ALABAMA.											
124001	Montgomery, Ala., and West Point, Ga.	Western Rwy. of Alabama.	<i>Miles.</i> 85.72	<i>Dollars.</i> 401.85	<i>Dollars.</i> 34,446.58	21	<i>Miles.</i> 85.63	<i>Dollars.</i> 80.00	<i>Dollars.</i> 6,850.40	2 lines 50 feet.	
124002	Montgomery and Selma.	.....do.....	47.18	103.46	4,881.24	13.50					
124003	Vacant.										
124004	Memphis and Chattanooga, Tenn.	Memphis and Charleston R. R. Co.	310.50	153.00	43,418.26	14.75					38.70 miles. Steven- son, Ala., to Chat- tanooga, Tenn.; lap service over 127'004, at \$41.04 per mile.
124005	Selma and Akron.	Southern Rwy. Co.	65.81	64.98	4,270.33	7					All land grant.
124006	Columbus, Ga., and Birming- ham, Ala.	Central of Georgia Rwy. Co.	158.32	87.21	13,807.08	8.20					
124007	Columbus, Ga., and Troy, Ala.	.....do.....	85.67	57.45	4,921.74	7					
124008	Selma and York Station.	Southern Rwy. Co.	76.56	64.13	4,909.78	7					156 miles. Selma to Patonsa (n. o.); land grant, at \$101.92 per mile.
124009	Selma, Ala., and Cleveland, Tenn.	.....do.....	264.65	127.40	29,741.53	12.75					
124010	Sheffield and Jasper.	Northern Alabama Rwy. Co.	86.84	48.74	4,282.58	6					
124011	Montgomery, Ala., and New Orleans, La.	Louisville and Nashville R. R. Co.	118.83	311.22	114,570.41	22.57		80.00	25,461.60	2 lines 50 feet.	Land grant. Nonland grant.
124012	Montgomery and Flomaton. Flomaton and New Orleans.	.....do.....	196.44	289.03							
124013	Vacant.										
124014	Opelika and Roanoke.	Central of Georgia Rwy. Co.	89.11	67.55	2,641.88	7					
124015	State Line (n. o.), and Meri- dian, Miss.	Alabama Great Southern R. R. Co.	31.70	213.03							
124016	Gurnee and Bismarck.	Southern Rwy. Co.	284.16	174.43	52,988.33	14.33		50.00	14,775.00	2 lines 40 feet.	Nonland grant. Land grant.
124017	Selma and Pineapple Station (n. o.).	Louisville and Nashville R. R. Co.	16.43	75.24	1,236.19	7					
124018	Dolomite and Wheeling Sta- tion (n. o.).	Woodward Iron Co.	45.61	60.71	2,768.98	6					
124019	Chesaw (n. o.) and Tuskegee.	Tuskegee R. R. Co.	4.34	42.75	185.53	10.41					
124020			5.88	50.45	296.64	20					

124020	Attala and Gadaden.....	Gadaden and Attala Union Rwy. Co.	6.01	59.00	354.59	23	.....	.....	.....
124021	Enfula and Osark.....	Central of Georgia Rwy. Co.	59.96	43.61	2,614.85	7	.....	.....	.....
124022	Selma and Martins Station..	Birmingham, Selma and New Orleans Rwy. Co.	20.60	42.75	880.65	6	.....	.....	.....
124023	Vacant.						.....	.....	.....
124024	Elmore and Wetumpka.....	South and North Alabama R. R. Co.	6.36	44.46	304.99	12	.....	.....	.....
124025	Tuscumbia and East Flor- ence.	Memphis and Charleston R. R. Co.	8.28	64.98	538.03	14	.....	.....	.....
124026	Vacant.						.....	.....	.....
124027	Spragge and Luverne.....	Alabama Midland Rwy. Co.	32.94	44.46	1,464.51	6	.....	.....	.....
124028	Troy and Seavright.....	Central of Georgia Rwy. Co.	37.02	56.43	2,089.03	7	.....	.....	.....
124029	Vacant.						.....	.....	.....
124030	Talladega and Pell City....	Birmingham and Atlantic R. R. Co.	23.23	55.58	1,291.12	12	.....	.....	.....
124031	Iveys Switch (n. o.) and Rutledge.	Rutledge and Julian R. R. Co.	3.39	42.75	144.92	12	.....	.....	.....
124032	Flora, Tenn., and Attala, Ala.	Nashville, Chattanooga and St. Louis Rwy.	95.34	54.73	5,217.00	12	.....	.....	.....
124033	Rome, Ga., and Attala, Ala.	Southern Rwy. Co.	61.66	47.03	2,899.86	7	.....	.....	.....
124034	Mobile and Selma.....	Mobile and Birmingham R. R. Co.	163.20	65.64	10,154.29	7	.....	.....	.....
124035	Attala and Calera.....	Louisville and Nashville R. R. Co.	119.79	48.74	6,888.56	7	.....	.....	.....
124036	Birmingham and Champion.	Birmingham Mineral R. R. Co.	39.44	47.03	1,854.86	6	.....	.....	.....
124037	Birmingham and Blocton....	do.	51.40	62.42	3,298.38	7	.....	.....	.....
124038	Riverton and Margerum Junction (n. o.).	Northern Alabama Rwy. Co.	11.23	42.75	480.08	6	.....	.....	.....
124039	Vacant.						.....	.....	.....
124040	Tredegar Junction (n. o.) and Jacksonville.	East and West R. R. Co.	3.45	42.75	147.48	25	.....	.....	.....
124041	Vacant.						.....	.....	.....
124042	Abbeville Junction (n. o.) and Abbeville.	Abbeville Southern Rwy. Co.	37.21	42.75	1,193.22	6	.....	.....	.....
124043	Sheffield and Tusculumbia....	Louisville and Nashville R. R. Co.	2.64	42.75	112.86	6	.....	.....	.....
124044	Prattville Junction (n. o.) and Prattville.	do.	10.22	42.75	436.90	12	.....	.....	.....
124045	Cardiff and Bloesburg.....	Southern Rwy. Co.	2.75	42.75	117.56	12	.....	.....	.....
124046	Gurnee (n. o.) and Blocton.	do.	14.83	42.75	612.60	6	.....	.....	.....
124047	Gadaden and Attala.....	Nashville, Chattanooga and St. Louis Rwy.	6.21	42.75	265.47	6	.....	.....	.....
124048	Lafayette and Opelika.....	Lafayette Rwy. Co.	22.86	.....	500.00	6	.....	.....	.....
					862,012.90		47,087.00		
					2,736.27				

Agreement.

14.10 miles, Marlon Junction (n. o.) to Selma, lap service over 124009 at \$23.94 per mile.

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1897.—Continued.

Num- ber of route.	State and terminal.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of cars per week.	Author- ized miles. Pay per mile for post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
MISSISSIPPI											
126001	New Orleans, La., and Cairo, Ill.	Illinois Central R. R. Co.	Miles. 554.22	Dollars. 226.58	Dollars. 125,575.16	18.17	Miles. 554.22	Dollars. 55.00	Dollars. 30,482.10	1 line 45 feet; 1 line 40 feet.	
126002	Memphis, Tenn., and Gre- nada, Miss.	do	99.42	110.30	10,966.02	14					
126003	{Vicksburg and Jackson.... Jackson and Meridian....}	Alabama and Vicksburg Rwy. Co.	{ 43.45 94.30	{ 177.54 142.27	{ 21,427.74 57,914.17	{ 7 14	139.36	25.00	8,484.00	1 line 40 feet	{ Nonland grant. Land grant. Land grant.
126004	Mobile, Ala., and Cairo....	Mobile and Ohio R. R. Co.	492.30	117.64	57,914.17	14					
126005	Greenville, Miss., and Bir- mingham, Ala.	Southern Rwy. Co.	291.20	123.12	35,852.54	8					
126006	Helena, Ark., and Eaglecrest, Miss.	Yazoo and Mississippi Val- ley R. R. Co.	20.42	43.61	890.51	9.88					
126007	Midton and Aberdeen....	Mobile and Ohio R. R. Co.	9.55	45.32	432.80	21					
126008	Middleton, Tenn., and Pon- totox, Miss.	Gulf and Chicago R. R. Co.	62.66	60.71	3,804.06	7					
126009	Durant and Aberdeen....	Illinois Central R. R. Co.	109.12	71.83	7,886.99	7					
126010	Natches and Jackson....	Yazoo and Mississippi Val- ley R. R. Co.	98.53	97.47	9,603.71	10.98					Agreement.
126011	Phillipp Junction (n. o.) and Phillipp.	do	5.41	.....	281.27	6					
126012	Greenwood and Peete....	Illinois Central R. R. Co.	18.22	42.75	778.90	6					
126013	Hattiesburg and Gulfport..	Gulf and Ship Island R. R. Co.	70.50	.....	1,400.00	6					Do.
126014	Columbus and Starkville....	Mobile and Ohio R. R. Co.	25.52	55.96	1,418.40	21					
126015	Vacant.	New Orleans and Northeast- ern R. R. Co.	194.23	149.63	29,861.89	14					
126016	Meridian, Miss., and New Or- leans, La.	Yazoo and Mississippi Val- ley R. R. Co.	39.85	43.61	1,737.85	6					
126017	Clarksdale and Minter City	Illinois Central R. R. Co.	98.14	71.82	7,048.41	7					
126018	Jackson and Greenwood....	Yazoo and Mississippi Val- ley R. R. Co.	457.11	144.50	66,052.39	28					
126019	Memphis, Tenn., and New Orleans, La.	do	22.08	56.43	1,245.97	11.60					
126020	Leland and Huntington	Kansas City, Memphis and Birmingham R. R. Co.	251.65	154.76	38,945.35	15.06					
126021	Memphis, Tenn., and Bir- mingham, Ala.	Yazoo and Mississippi Val- ley R. R. Co.	44.42	73.68	3,360.20	9.12					
126022	Wilkesboro Junction (n. o.), and Rolling Fork.	Illinois Central R. R. Co.	26.57	42.75	1,185.86	6					
126023	Durant and Tchola....	Illinois Central R. R. Co.	26.57	42.75	1,185.86	6					

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1897.—Continued.

Num- ber of route.	State and terminl.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage for post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
	KENTUCKY—continued.										
129030	Rowland and Richmond.....	Louisville and Nashville R. R. Co.	Miles. 84.17	Dollars. 82.16	Dollars. 1,782.80	6	.....	Dollars. .....	.....	.....	.....
129031	Madisonville and Providence	.....do.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
129032	Vacant.	.....do.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
129033	Vacant.	.....do.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
129034	Evansville, Ind., and Hop- kinsville, Ky.	Ohio Valley Rwy. Co.....	180.65	83.79	10,847.16	6.24	.....	.....	.....	.....	.....
129035	Morgansfield and Uniontown.	.....do.....	6.94	42.75	294.68	13	.....	.....	.....	.....	.....
129036	Glasgow Junction and Man- moth Caves.	Mammoth Cave Rwy. Co.....	9.15	42.75	391.16	13	.....	.....	.....	.....	.....
129037	Cortin, Ky., and Cumber- land Gap, Tenn.	Louisville and Nashville R. R. Co.	47.58	134.24	6,387.13	13.47	.....	.....	.....	.....	.....
129038	Vacant.	.....do.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
129039	Louisville and Lexington....	Southern Rwy. Co.....	87.30	125.69	10,972.73	20.50	.....	.....	.....	.....	.....
129040	Louisville and Henderson....	Louisville, Henderson and St. Louis Rwy. Co.	143.10	116.23	14,630.17	13.50	.....	.....	.....	.....	.....
129041	Frankfort and Paris.....	Kentucky Midland Rwy. Co.	41.59	45.32	1,884.40	10.82	.....	.....	.....	.....	.....
129042	Owensboro and Horse Branch.	Owensboro, Falls of Rough and Green River R. R. Co.	41.86	47.88	2,004.25	12	.....	.....	.....	.....	.....
129043	Lawrenceburg and Burgin....	Southern Rwy. Co.....	24.32	74.39	1,957.04	13	.....	.....	.....	.....	.....
129044	Irrington and Fordville....	Louisville, Henderson and Texas Rwy. Co.	41.12	43.61	1,768.24	6	.....	.....	.....	.....	.....
129045	Lexington and Jackson.....	Lexington and Eastern Rwy. Co.	93.77	72.68	6,315.20	7	.....	.....	.....	.....	.....
129046	Dempster Junction (n. o.) and Falls of Rough.	Louisville, Henderson and St. Louis Rwy. Co.	4.64	42.75	188.36	13	.....	.....	.....	.....	.....
129047	Paducah and Lexington.....	Nashville, Chattanooga and St. Louis Rwy.	119.77	94.06	11,264.86	9.06	.....	.....	.....	.....	.....
129048	Versailles and Irvine.....	Richmond, Nicholasville, Ir- vine and Beattyville R. R. Co.	62.97	53.87	2,362.19	6.85	.....	.....	.....	.....	.....
129049	Vacant.	.....do.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
129050	Vacant.	.....do.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
129051	Garrison and Carter.....	Cheapsake and Ohio Rwy. Co.	19.84	42.75	843.16	6	.....	.....	.....	.....	.....

20.80 miles, Louis-
ville to West Point,
lap over 129009, at
\$18.67 per mile.

No.	Name	Locality	Length	Width	Depth	Area	Volume
129052	Vacant.	Jellico, Hirschoy and North- ern Rwy. Co.	7.50	42.75	820.62	7	
129053	Vacant.						
129054	Vacant.						
129055	Vacant.						
129056	Jellico and Haley						
129057	Vacant.						
129058	Beattyville and Beattyville Gap R. R. Co.		6.45	42.75	275.73	12	
129059	Franklin (n.o.), and Nash- ville, Tenn.		157.80	316.85	49,861.85	23.97	
			3,547.51		641,016.63		
	OHIO.						
131001	Bellaire and Columbus.....	Baltimore and Ohio R. R. Co.	136.76	291.56	89,873.74	33.86	
131002	Pittsburg, Pa., and Chicago, Ill.	Pennsylvania Co.....	468.63	757.32	354,902.87	30.24	
131003	Pittsburg, Pa., and Bellaire, Ohio.	do	94.85	192.38	18,247.24	27.32	
131004	Hudson and Columbus.....	Cleveland, Akron and Co- lumbus Rwy. Co.	145.20	129.11	18,746.77	23.60	
131005	Cleveland and Leavittsburg. Cleveland and Wellsville....	Erie R. R. Co.....	50.05	247.95	12,409.89	40	
131006	Elyria and Millbury.....	Pennsylvania Co.....	101.25	259.07	26,230.83	29.59	
131007	Bayard and New Philadel- phia.	Lake Shore and Michigan Southern Rwy. Co.	75.08	2,036.61	152,908.67	36	
131008	Cleveland and Zanesville....	Pennsylvania Co.....	32.48	76.10	2,471.72	12	
131009	Sandusky and Newark.....	Cleveland, Canton and Southern R. R. Co.	144.18	109.44	15,779.05	16.12	
131010	Xenia, Ohio, and Richmond, Ind.	Baltimore and Ohio R. R. Co. Pittsburg, Cincinnati, Chi- cago and St. Louis Rwy. Co.	116.15	269.33	31,282.67	16.48	
131011	Springfield and Sandusky ..	Cleveland, Cincinnati, Chi- cago and St. Louis Rwy. Co.	57.57	219.74	12,650.43	29.02	
131012	Cleveland and Cincinnati ...	do	131.00	123.98	16,241.38	15.48	
131013	Columbus and Cincinnati...	do	263.30	488.34	129,896.42	27.82	
131014	Columbus and Cincinnati...	Pittsburg, Cincinnati, Chi- cago and St. Louis Rwy. Co.	119.48	475.38	56,788.40	35.06	
131015	Columbus, Ohio, and Indian- apolis, Ind.	do	187.75	1,020.02	191,508.75	37.37	
131016	Gallion, Ohio, and Indian- apolis, Ind.	Cleveland, Cincinnati, Chi- cago and St. Louis Rwy. Co.	203.53	356.54	72,566.53	10.09	
131017	Blanchester and Hillsboro ..	Baltimore and Ohio South- western Rwy. Co.	21.81	80.37	1,722.86	21.50	

	Salamance, N. Y., and Dayton, Ohio.	Erie R. R. Co.	400.00	212.04	84,816.00	16.94	315.50	50.00	15,775.00	1 line 60 feet..	Salamance to Marion.
131034	Sharpsburg Junction (n.o.)	Toledo and Ohio Central Ry. Co.	1.63	47.03	76.65	12	.....	.....	.....	.....	.....
131035	Columbus and Athens	Columbus and Toledo Valley Ry. Co.	76.56	133.38	10,214.24	20.15	.....	.....	.....	.....	.....
131036	Niles and Lisbon	Erie R. R. Co.	34.02	76.10	2,588.92	12	.....	.....	.....	.....	.....
131037	Newark and Shawnee	Baltimore and Ohio R. R. Co.	44.12	53.87	2,376.74	12	.....	.....	.....	.....	.....
131038	Delpbos and Dayton	Cincinnati, Hamilton and Dayton Ry. Co.	93.90	66.69	6,262.19	6	.....	.....	.....	.....	.....
131039	Marietta and Valley Junction (n.o.)	Cleveland and Marietta Ry. Co.	111.38	81.23	9,047.39	10.14	.....	.....	.....	.....	.....
131040	Cleveland and Bridgeport	Cleveland, Lorain and Wheeling Ry. Co.	162.01	108.59	17,592.66	18.51	.....	.....	.....	.....	.....
131041	Delaware and Springfield	Cleveland, Cincinnati, Chicago and St. Louis, Ry. Co.	50.38	65.84	3,317.01	12.32	.....	.....	.....	.....	.....
131042	Mansfield and Toledo, Ashtabula, Ohio, and Mahoningtown, Pa.	Pennsylvania Co.	85.53	130.82	11,202.11	19	.....	.....	.....	.....	.....
131043	Toledo, Ohio, and Elkhardt, Ind.	Lake Shore and Michigan Southern Ry. Co.	78.50	86.36	6,779.26	13.60	.....	.....	.....	.....	.....
131044	Painesville and Youngstown	Pittsburgh and Western Ry. Co.	133.30	839.61	111,920.01	37.36	133.30	175.6	23,337.50	3½ line 60 feet.	15.39 miles Warren to Youngstown, lap over 131076, at \$4.28 per mile.
131045	Chicago, Ohio, and Chicago, Ill.	Baltimore and Ohio R. R. Co.	278.83	382.19	106,566.03	29.32	278.65	50.00	13,832.50	1 line 60 feet..	.....
131046	Lore City and Cumberland	Eastern Ohio R. R. Co.	19.36	42.75	827.64	12	.....	.....	.....	.....	.....
131047	Marietta, Ohio, and Parkersburg, W. Va.	Baltimore and Ohio Southwestern Ry. Co.	13.84	107.73	1,490.98	27	.....	.....	.....	.....	.....
131048	Deshler and Findlay	Columbus, Findlay and Northern Ry.	18.71	44.46	831.84	21.50	.....	.....	.....	.....	.....
131049	Columbus, Ohio, and Kenosha, W. Va.	Norfolk and Western Ry. Co.	139.03	141.83	19,732.52	20	.....	.....	.....	.....	.....
131050	Cincinnati and Portsmouth	Cincinnati, Portsmouth and Virginia R. R. Co.	106.94	83.79	8,960.50	12	.....	.....	.....	.....	.....
131051	Columbus and Toledo	Columbus, Hocking Valley and Toledo Ry. Co.	122.70	136.80	16,785.36	21.28	.....	.....	.....	.....	.....
131052	Dayton and Ironton	Cincinnati, Hamilton and Dayton Ry. Co.	163.96	66.69	11,267.94	10.09	.....	.....	.....	.....	.....
131053	Toledo and Thurston	Toledo and Ohio Central Ry. Co.	143.17	77.81	11,529.10	12.11	.....	.....	.....	.....	.....
131054	St. Clairsville and Steel	Baltimore and Ohio R. R. Co.	6.93	47.03	325.91	12	.....	.....	.....	.....	.....
131055	Springfield, Ohio, and Indianapolis, Ind.	Cleveland, Cincinnati, Chicago and St. Louis Ry. Co.	140.09	114.57	16,050.11	12	.....	.....	.....	.....	.....
131056	Wellston and Springfield	Ohio Southern R. R. Co.	118.42	57.29	6,784.28	9.10	.....	.....	.....	.....	.....
131057	College Hill Junction (n.o.)	Cincinnati Northwestern Ry. Co.	7.07	42.75	302.24	12	.....	.....	.....	.....	.....

C.—Railroad Mail Service and railway post office cars as in operation June 30, 1897.—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route. Miles.	Pay for trans- porta- tion. Dollars.	Annual rate of pay for trans- portation. Dollars.	Aver- age num- ber of trips per week.	Author- ized milesage, railway post- office cars.	Pay per mile for railway post- office cars. Dollars.	Annual rate of pay for rail- way post- office cars. Dollars.	Lines of rail- way post-office cars author- ized.	Remarks.
OHIO—continued.											
131060	Columbia and Georgetown..	Cincinnati, Georgetown and Trenton R. R. Co.	42.36	94.06	3,963.96	12.50	.....	.....	.....	.....
131061	Toledo, Ohio, and East St. Louis, Ill.	Toledo St. Louis and Ken- tucky City R. R. and Ken- tucky R. R. Co.	450.10	93.20	41,949.20	15.75	.....	.....	.....	.....
131062	Andover and Youngstown..	Lake Shore and Michigan Southern Rwy. Co.	39.15	123.98	4,833.81	19	.....	.....	.....	.....
131063	Bellaire and Zanesville.....	Indiana, Zanesville, and Cin- cinnati Rwy. Co.	112.44	71.82	8,075.44	11.08	.....	.....	.....	.....
131064	Stewart Junction (n. o.) and Sharpburg. Lodi and Wapakoneta.	Central Rwy. Co. Central Ohio and R. R. Co.	8.50	42.75	363.37	9.64	.....	.....	.....	.....
131065	Hillsboro and Sardinia.....	Baltimore and Ohio R. R. Co.	19.09	42.75	818.09	6	.....	.....	.....	.....
131066	Hillsboro and Sardinia.....	Hillsboro R. R. Co.	19.42	42.75	830.20	6	.....	.....	.....	.....
131067	Alliance and Berghous.....	Lake Erie Alliance and Southern Rwy. Co.	36.20	50.45	1,826.29	6	.....	.....	.....	.....
131068	Columbus and Corning.....	Toledo and Ohio Central Rwy. Co.	65.33	118.85	7,764.47	15	.....	.....	.....	.....	23.80 miles. Alum Creek Junction (n. o.) and Thurston. lap service over 131068 at \$16.24 per mile; 2.76 miles South Zanesville to Zanesville, lap service over 131023, at \$31.63 per mile.
131069	Columbus and Zanesville....	Columbus, Sandusky and Hocking R. R. Co.	67.66	74.39	3,531.23	10.44	.....	.....	.....	.....
131070	Tontogany and North Hal- timore.	Bowling Green R. R. Co.....	19.72	44.46	876.75	21	.....	.....	.....	.....
131071	Vacant.						.....	.....	.....	.....
131072	Edison and Mount Gilead...	Cleveland, Cincinnati, Chi- cago and St. Louis Rwy. Co.	2.67	49.59	132.40	24	.....	.....	.....	.....
131073	Cleveland and Zear Station..	Cleveland Terminal and Val- ley R. R. Co.	77.18	128.25	9,898.33	23.70	.....	.....	.....	.....
131074	Logan and Pomeroy.....	Columbus, Hocking Valley and Toledo Rwy. Co.	83.98	102.60	8,616.34	12	.....	.....	.....	.....
131075	Addison, Mich., and Frank- lin, Ohio.	Cincinnati, Jackson and Mackinaw Rwy. Co.	187.81	84.65	15,898.11	12.36	.....	.....	.....	.....

No.	Name	Station	Mileage	Rate	Amount	Notes
131121	Sandusky and Columbus ...	Columbus, Sandusky and Hocking R.R. Co.	110.30	\$68.69	7,355.90	13.03
131122	Vacant	Ohio Southern R.R. Co.				
131123	Lima and Lima Junction	(n.o.)	67.70	59.85	4,051.84	6
131124	Vacant					
131125	Vacant					
131126	Vacant					
131127	Vacant					
131128	Vacant					
131129	Vacant					
131130	Vacant					
131131	Vacant					
131132	Vacant					
131133	Vacant					
131134	Vacant					
131135	Vacant					
131136	Vacant					
131137	Vacant					
131138	Lorain and Lester (n.o.)	Cleveland, Lorain and Wheeling Rwy. Co.	24.47	42.75	1,046.09	13.85
131139	Pymatuning (n.o.) Pa., and Leavittsburg, Ohio.	Erie R.R. Co.	28.25	46.17	1,304.30	12.72
131140	Vacant					
131141	Vacant					
131142	Middletown and Hagerman Station (n.o.)	Middletown and Cincinnati R.R. Co.	11.91	42.75	509.15	9.68
131143	Phoenix Station and Alliance	Alliance and Northern R.R. Co.	25.84	76.10	1,966.42	12
131144	Vacant					
131145	Franklin and Cincinnati....	Cincinnati, Jackson and Mackinaw Rwy. Co.	41.08	.....	.....	18.50
131146	Coalgate and Snow Fork Junction (n.o.)	Columbus, Hocking Valley and Toledo Rwy. Co.	8.49	42.75	362.94	6
132001	INDIANA.		11,308.68	3,697,224.46	690,482.95	
132002	Indianapolis and Vincennes, Terre Haute and Indianapolis R.R. Co.	Pennsylvania Co.	117.87	101.75	11,963.27	13
132003	Cincinnati, Ohio, and Kan-akees, Ill.	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	238.59	1,004.63	239,694.67	58.09
132004	Indianapolis and Michigan City.	Lake Erie and Western R.R. Co.	250.28	476.03	119,140.79	33.02
132005	Columbus and Madison	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co.	161.81	91.49	14,758.25	15.20
132006			45.87	88.07	3,965.78	13

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1897—Continued.

Num- ber of route.	State and terminl.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
		INDIANA—continued.									
183007	Louisville, Ky., and Indian- apolis, Ind.	Pittsburg, Cincinnati, Chi- cago and St. Louis Rwy Co.	Miles. 111.44	Dollars. 198.22	Dollars. 22,201.07	28.20	Miles. { 228.60 88.60	Dollars. 25.00 50.00	Dollars. { 10,145.00 50.00	1 line 40 feet; 2 lines 40 feet.	Louisville Junction (n. o.) to Monon; Monon to Chicago.
183008	Louisville Junction (n. o.), Ind., and Chicago, Ill.	Louisville, New Albany and Chicago Rwy. Co.	317.20	218.03	69,159.11	15.34					
183009	Vacant.										
183010	Cincinnati, Ohio, and East St. Louis, Ill.	Baltimore and Ohio South- western Rwy. Co.	388.95	545.49	184,893.83	88.15					
183011	Cambridge City and Colum- bus.	Pittsburg, Cincinnati, Chi- cago and St. Louis Rwy. Co.	83.51	78.66	4,995.69	6					
183012	Evansville and Terre Haute.	Evansville and Terre Haute R. R. Co.	109.00	243.68	26,561.12	28					
183013	Terre Haute, Ind., and St. Joseph, Mich.	Terre Haute and Indianap- olis R. R. Co.	222.98	182.53	29,551.53	13.62					
183014	Effner, Ill., and Logansport, Ind.	Pittsburg, Cincinnati, Chi- cago and St. Louis Rwy. Co.	60.97	118.85	7,246.28	19.43					
183015	Vacant.										
183016	Farland and Martinsville...	Cleveland, Cincinnati, Chi- cago and St. Louis Rwy. Co.	88.25	43.61	1,668.08	6					
183017	Bradford, Ohio, and Logans- port, Ind.	Pittsburg, Cincinnati, Chi- cago and St. Louis Rwy. Co.	114.52	162.19	17,428.79	26					
183018	Indianapolis, Ind., and Peoria, Ill.	Cleveland, Cincinnati, Chi- cago and St. Louis Rwy. Co.	211.47	198.36	41,947.18	23.30	211.47	25.00	5,286.75	1 line 40 feet.	
183019	Louisville, Ky., and North Vernon, Ind.	Baltimore and Ohio South- western Rwy. Co.	57.69	189.81	10,950.13	28.50					
183020	Fort Wayne and Conners- ville.	Lake Erie and Western R. R. Co.	109.81	97.47	10,702.18	13					
183021	Richmond and Fort Wayne..	Grand Rapids and Indiana Rwy. Co.	91.65	141.08	12,929.98	20					
183022	Benton Harbor, Mich., and North Vernon, Ind.	Cleveland, Cincinnati, Chi- cago and St. Louis Rwy. Co.	249.53	117.14	29,229.94	13.54					

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C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1897.—Continued.

Number of route.	State and terminus.	Title of company.	Length of route.	Pay made for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
	ILLINOIS—continued.		Miles.	Dollars.	Dollars.		Miles.	Dollars.	Dollars.		
135020	Chicago and Cairo	Illinois Central R. Co.....	364.80	321.48	117,275.90	27.97	54.49 196.43	225.00 100.00	87,334.25	3 lines 40 and 3 lines 60 ft. 2 lines 40 and 1 line 60 ft. 1 line 60 ft.	Chicago (Central Station) to Kankakee. Kankakee to Centralia.
135021	Dubuque, Iowa, and Centralia, Ill.	..... do	344.40	147.74	50,881.65	15.54	112.62 68.81	50.00 90.00	13,079.90	2 lines 40 and 1 line 60 ft. 1 line 40 ft.	Centralia to Cairo. Dubuque, Iowa, to Freeport, Ill. Freeport to Centralia.
135022	Joliet and Lake Station.....	Michigan Central R. Co.....	45.20	42.75	1,922.30	6	275.48	25.00			All land grant.
135023	Peoria, Ill., and Evansville, Ind.	Peoria, Decatur and Evansville Rwy. Co.	248.10	90.63	22,485.30	11.34					
135025	Humboldt, Mo., and Bluffs, Ill.	Wabash R. Co.....	50.91	117.99	6,006.87	20					
135026	Ewingham, Ill., and Switz City, Ind.	Indiana and Illinois Southern R. Co.	91.87	42.75	3,904.06	6					
135027	Effort, Ill., and Kookuk, Iowa.	Toledo, Peoria and Western Rwy. Co.	223.71	114.57	26,630.45	13.82					
135028	Rockwood and Mount City.	..... do	3.36	42.75	143.64	14					
135029	East St. Louis and Havana.	Illinois Central R. Co.....	101.47	59.00	5,895.73	14.02					
135031	East St. Louis and Eldorado.	..... do	121.66	180.74	19,554.02	13.72					
135032	East St. Louis and Evansville, Ind.	Louisville and Nashville R. Co.	161.90	273.60	44,295.84	20.54	161.90	50.00	8,095.00	2 lines 40 ft.	
135033	Beardstown and Shawneetown.	Baltimore and Ohio Southern Rwy. Co.	228.45	70.97	15,213.09	15.32					
135034	Springfield and Gilman.	Illinois Central R. Co.....	112.27	54.65	9,503.65	16.21					
135035	Chicago, Ill., and Milwaukee, Wis.	Chicago, Milwaukee and St. Paul Rwy. Co.	55.39	1,168.79	99,803.97	46.36	85.39	230.00	23,909.20	2 lines 50 feet and 4 lines 60 feet.	
135036	Aurora and Forreston	Chicago, Burlington and Quincy R. Co.	79.58	145.35	11,566.95	16.63					
135037	Vincennes, Ind., and St. Francisville, Ill.	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	11.37	70.11	797.15	20					
135038	Havana and Jacksonville....	Chicago, Peoria and St. Louis R. Co.	42.20	66.69	3,820.32	12					

135089	Carbondale, Ill., and Cape Girardeau, Mo.	Chicago and Texas R. Co.	58.48	71.82	4,196.44	14			
135090	Peoria and Rock Island.....	Rock Island and Peoria Rwy. Co.	91.00	98.33	8,948.03	12			
135091	Quincy, Ill., and Hannibal, Mo.	Chicago, Burlington and Quincy R. Co.	19.12	184.24	2,568.66	24.46			
135092	Chicago, Ill., and Terre Haute, Ind.	Chicago and Eastern Illinois R. Co.	178.59	230.00	41,075.70	27.29	178.59	40.00	7,148.60
135093	Streator and Fairbury.....	Wabash R. Co.	31.98	42.75	1,387.14	9			
135094	Danville and Shelbyville.....	Chicago and Eastern Illinois R. Co.	91.53	68.40	6,260.65	6			
135095	Pinkneyville and Paducah, Ky.	Illinois Central R. Co.	104.47	110.30	11,523.04	10.61			
135096	Jacksonville and Drivers... Vacant.	Rocky Mountain and St. Louis Rwy. Co.	129.48	61.56	7,970.78	6.29			
135097	Terre Haute, Ind., and Peoria, Ill.	Terre Haute and Indianapolis R. Co.	175.05	74.39	13,021.96	10.59			
135098	Peoria and Springfield.....	Chicago, Peoria and St. Louis R. Co.	88.59	110.30	9,771.48	12.42			
135099	Danville and Cairo.....	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	259.90	114.57	29,776.74	10.82			
135091	Ancona and Pekin.....	Atchafalaya, Topeka and Santa Fe Rwy. Co.	58.41	53.14	3,395.95	6			
135092	Cortland and Sycamore.....	Chicago and Northwestern Rwy. Co.	5.10	42.75	218.02	7			
135093	East St. Louis and Cairo.....	Mobile and Ohio R. Co.	152.40	162.45	24,757.38	12.12			
135094	Chicago and Kirtredge (n.o.).	Chicago, Milwaukee and St. Paul Rwy. Co.	116.64	260.78	30,417.37	23.11	116.64	25.00	2,916.00
135095	Decatur, Ill., and Indianapolis, Ind.	Indiana, Decatur and Western Rwy. Co.	152.50	132.53	20,210.82	11.36			
135096	Geneva and Aurora.....	Chicago and Northwestern Rwy. Co.	10.34	68.40	707.25	83			
135097	Rochelle and Rockford.....	Chicago, Burlington and Quincy R. Co.	26.42	62.43	1,649.13	12			
135098	West Lebanon, Ind., and Leroy, Ill.	Illinois Central R. Co.	74.83	45.82	3,391.29	6			
135099	Rock Island and Cable.....	Rock Island and Peoria Rwy. Co.	27.05	53.01	1,433.91	12			
135090	Barnett and Kampsville.....	Litchfield, Carrollton and Western Rwy. Co.	51.70	49.59	2,583.80	6			
135091	Alton Junction (n.o.) and Chicago and Alton Junction (n.o.).	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	4.20	64.98	272.91	33			
135092	Kankakee and Bloomington.	Illinois Central R. Co.	85.38	51.30	4,379.99	8.42			
135093	Shumway and Altamont.....	Wabash R. Co.	42.75	452.29	6	6			
135094	Kempton and Kankakee Junction (n.o.).	Illinois Central R. Co.	43.01	42.75	1,838.67	6			
135095	Sidney and Champaign.....	Wabash R. Co.	12.14	42.75	518.98	7.71			
135096	Chicago and Effingham.....	do	214.16	118.85	25,452.91	17.13			

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1897—Continued.

Num- ber of route.	State and terminal.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage of railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
ILLINOIS—continued.											
135067	Havana and Galesburg.....	Fulton County Narrow Gauge Rwy. Co.	Miles. 60.42	Dollars. 62.42	Dollars. 3,771.41	6		Dollars.			
135068	Peoria, Ill., and Oskaloosa, Iowa.	Iowa Central Rwy. Co.....	189.50	89.78	17,013.31	6.65	20.10	25.00	502.50	1 line 40 feet	Hedrick and Oskaloosa.
135069	Kankakee and Seneca.....	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	42.85	42.75	1,831.83	6					
135070	Galva and Gladstone.....	Chicago, Burlington and Quincy R. R. Co.	74.47	75.24	5,603.12	11.54					
135071	Anrora and West Chicago.....	do	13.06	42.75	558.31	6					
135072	Elmwood and Buda.....	do	44.93	82.08	3,697.85	12.89					
135073	Oregon, Ill., and Minne- apolis, Minn.	Chicago, Burlington and Northern R. R. Co.	344.01	134.24	46,179.90	13.30					
135074	Macaville and Pittsfield.....	Chicago and Alton R. R. Co.	10.13	42.75	433.05	12					
135075	La Harpe, Ill., and Burling- ton, Iowa.	Wabash R. R. Co.	6.70	69.26	464.04	26					
135076	Whiteleath and Decatur.....	Toledo, Peoria and Western Rwy. Co.	19.70	47.88	943.23	12					
135077	McLeansboro and Shawnee- town.	Illinois Central R. R. Co.	31.15	50.45	1,571.51	6					
135078	Fall Creek, Ill., and Louis- iana, Mo.	Louisville and Nashville R. R. Co.	41.51	48.74	2,023.19	12					
135079	Wellington and Cissna Park.	Chicago, Burlington and Quincy R. R. Co.	31.53	48.74	1,536.77	6					
135080	Clayton, Ill., and Keokuk, Iowa.	Chicago and Eastern Illi- nois R. R. Co.	12.82	44.46	569.97	12					
135081	Streator, Ill., and South Bend, Ind.	Wabash R. R. Co.	42.30	65.84	2,785.03	13					
135082	Springfield and Granite.....	Indiana, Illinois and Iowa R. R. Co.	152.38	129.96	19,808.30	6.83					
135083	Sterling and Barstow.....	St. Louis, Chicago and St. Paul R. R. Co.	102.98	72.68	7,484.58	8.06					
135084	Harrison Station (n. o.) and Murphysboro.	Chicago, Burlington and Quincy R. R. Co.	40.67	90.63	3,985.92	6					
135085	Buckingham and Clark City.	Illinois Central R. R. Co.	2.46	46.17	113.57	13					
135086	Caledonia and Spring Valley.	do	9.11	42.75	389.45	6					
135087		Chicago and Northwest- ern Rwy. Co.	96.74	47.03	4,079.38	8.50					

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C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1897—Continued.

Num- ber of route.	State and terminal.	Title of company.	Length of route. Miles.	Pay per mile for trans- porta- tion. Dollars.	Annual rate of pay for trans- porta- tion. Dollars.	Aver- age num- ber of trips per week.	Author- ized miles for railway post- office cars. Miles.	Pay per mile for railway post- office cars. Dollars.	Annual rate of pay for rail- way post- office cars. Dollars.	Lines of rail- way post-office cars author- ized.	Remarks.
ILLINOIS—continued.											
135111	South Englewood (Station C, Chicago P. O.) and Blue Island.	Chicago, Rock Island and Pacific Rwy. Co.	6.79	42.75	290.27	19.12	.....	.....	.....	.....	.....
135112	Vacant.										
135113	Vacant.										
135114	Mount Vernon and Chester.	Wabash, Chester and West- ern R. R. Co.	65.63	86.36	5,667.80	13	.....	.....	.....	.....
135115	Vacant.										
135116	Vacant.										
135117	Greenville and Duxley (n. o.)	Jacksonville and St. Louis Rwy. Co.	4.20	42.75	179.55	12	.....	.....	.....	.....
135118	Mount Vernon and Marion..	Chicago and Eastern Illinois R. R. Co.	41.71	46.17	1,925.74	6	.....	.....	.....	.....
135119	Rockford and Davis Junc- tion (n. o.).	Chicago, Milwaukee and St. Paul Rwy. Co.	11.85	12.82	151.91	18	.....	.....	.....	.....	Lap over 135057.
135120	Vacant.										
135121	Vacant.										
135122	Hamilton and Warsaw.....	Toledo, Peoria and Western Rwy. Co.	6.26	42.75	267.61	6	.....	.....	.....	.....
135123	Vacant.										
135124	Edwardsville Junction (n. o.) and Edwardsville.	Wabash R. R. Co.	2.14	51.30	109.78	31	.....	.....	.....	.....
135125	Vacant.										
135126	Auburn and Pawnee.....	Pawnee R. R. Co.	9.73	42.75	415.95	6	.....	.....	.....	.....
135127	Litchfield and Barnett	Litchfield, Carrollton and Western Rwy. Co.	6.70	13.68	91.65	6	.....	.....	.....	.....	Lap over 135016.
135128	Sixty-seventh street, Chl- cago and South Chicago.	Illinois Central R. R. Co.	4.51	71.82	322.90	6	.....	.....	.....	.....
135129	Blue Island Junction (n. o.) and West Pullman.	.....do	1.83	42.75	78.23	6	.....	.....	.....	.....
135130	Rossville Junction (n. o.) and Sidell.	Chicago and Eastern Illinois R. R. Co.	35.28	42.75	1,508.22	6	.....	.....	.....	.....
135131	Washington and Peoria.....	Chicago and Alton R. R. Co.	11.50	13.68	157.32	6	.....	.....	.....	.....
135132	Springfield and Litchfield...	St. Louis, Peoria and North- ern Rwy. Co.	45.03	44.46	2,002.08	6	.....	.....	.....	.....	Lap over 135027.
135133	Preemption and Sherrard...	Rock Island and Peoria Rwy. Co.	4.72	42.75	201.78	6	.....	.....	.....	.....
135134	Decatur and Quincy.....	Wabash R. R. Co.	151.30	180.74	24,319.96	14.78	.....	.....	.....	.....

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1897—Continued.

Num- ber of route.	State and terminal.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
		MICHIGAN—continued.									
137019	Toledo and Dundee.....	Cincinnati, Jackson and Mackinaw Rwy. Co.	23.00 123.92	10.26 72.68	9,980.28	8.25			Dollars.		23 miles, Toledo to Dundee, lap over 137020.
137020	Toledo, Ohio, and Frank- fort, Mich.	Ann Arbor R. R. Co.	294.00	129.96	38,286.22	9.96					
137021	Grand Rapids, Mich., and Lacrosse, Ind.	Chicago and West Michi- gan Rwy. Co.	152.93	180.41	27,500.10	16.77					
137022	Big Rapids and Holland.....	do	91.63	88.07	8,080.85	19.71					
137023	Allegan and Holland.....	do	24.62	78.95	1,984.50	12					
137024	Ypsilanti and Hillsdale.....	Lake Shore and Michigan Southern Rwy. Co.	62.68	70.11	4,384.49	6					
137025	Saginaw East Side and Fort Huron.	Southern Rwy. Co.	90.54	84.65	7,664.21	12					
137026	Grand Rapids and Petoskey.	Chicago and West Michi- gan R. R. Co.	226.44	130.82	29,622.88	10.23					
137027	Detroit and Grand Haven.....	Grand Haven and Mackinaw Rwy. Co.	189.07	165.02	31,200.33	24.18					
137028	Detroit and Port Huron.....	Chicago, Detroit and Can- ada Grand Trunk Junc- tion Rwy. Co.	59.21	183.83	10,884.57	31					
137029	Jackson and Fort Wayne.....	Lake Shore and Michigan Southern Rwy. Co.	99.40	87.21	8,668.97	13					
137030	Vacant.										
137031	Emery Junction (n. o.) and Bay City.	Detroit and Mackinac Rwy. Co.	43.97	135.95	6,687.47	13					
137032	Stager (n. o.) and Crystal Falls.	Chicago and Northwestern Rwy. Co.	9.53	42.75	407.40	13					
137033	Lenox and Jackson.....	Michigan Air Line Rwy. Co.	108.01	73.68	7,704.80	6.8					
137034	Walton and Traverse City.....	Grand Rapids and Indiana Rwy. Co.	28.37	57.28	1,510.73	12					
137035	Toledo and Detroit.....	Michigan Central R. R. Co.	53.99	291.56	17,198.12	27.07	53.99	85.00	5,014.15	1 line 50 feet and 1 line 65 feet.	
137036	Trenton and Corbus Junc- tion (n. o.).	Lake Shore and Michigan Southern Rwy. Co.	36.61	72.68	2,680.81	6					
137037	St. Clair and Lenox.....	Michigan Central R. R. Co.	15.73	68.40	1,079.35	12					
137038	Southbrough and Hawks.....	Detroit and Mackinac Rwy. Co.	3.44			6					Pay not fixed.

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1897—Continued.

Num- ber of route.	State and terminl.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
		MICHIGAN—continued.									
137065	Vacant.										
137066	Williamsburg and Elk Rap- ids.	Chicago and West Michigan Rwy. Co.	9.22	44.46	409.92	18			Dollars.		
137067	Houghton and Calumet.....	Mineral Range R. R. Co.	15.02	91.49	1,374.17	19					
137068	Hancock and Lake Linden.....	Hancock and Calumet R. R. Co.	11.12	62.43	694.11	19					
137069	Remus and Weldman.....	Detroit, Grand Rapids and Western R. R. Co.	18.46	.....	300.00	6					Agreement.
137070	Lowell and Freepoint.....	Lowell and Hastings R. R. Co.	13.00	42.75	555.75	9					
137071	Bessemer and Mellen.....	Wisconsin Central Co.,.....	33.56	46.17	1,549.46	13.73					
137072	Sault de Ste. Marie and Soo Junction.	Duluth, South Shore and Atlantic Rwy. Co.	47.76	78.96	3,706.80	20					
137073	Pinconning and Gladwin.....	Michigan Central R. R. Co.	27.55	43.61	1,201.45	6					
137074	Rodney and Chippewa Lake.....	Detroit, Grand Rapids and Western R. R. Co.	5.94	42.75	253.93	6					
137075	Grosvener Junction (n. o.), Mich., and Fayette, Ohio.	Lake Shore and Michigan Southern Rwy. Co.	25.81	58.14	1,500.50	13					
137076	Owosso and Ashley.....	Toledo, Saginaw and Mus- kegon Rwy. Co.	21.80 96.94	11.97 79.52	7,909.00	6					21.8 miles Owosso to Ashley, lay over 137020.
137077	Kalamazoo and Woodbury..	Chicago, Kalamazoo and Saginaw Rwy. Co.	44.14	45.32	2,000.43	13					
137078	Ludington and Stedson.....	Mason and Ossuna R. R. Co.	29.18	42.75	1,247.44	6					
137079	Grand Lodge and Grand Rapids.	Detroit, Grand Rapids and Western R. R. Co.	53.40	171.00	9,131.40	18					
137080	Meosata and Barryton.....	do.	11.96	.....	300.00	6					Agreement. Pay not fixed.
137081	Marquette Junction (n. o.) and Marquette.	Mumfong Rwy. Co.,.....	5.57	.....	.....	6					
137082	Flint and Calhoun.....	Michigan Central R. R. Co.,	35.23	64.98	2,289.24	12					
137083	Durand and West Bay City.	Cincinnati, Saginaw and Kalamazoo R. R. Co.	53.47	86.50	4,571.68	12					
137084	Manistee and Traverse City.	Manistee and North-east- ern R. R. Co.	70.96	69.26	4,914.68	11.16					
137085	Meosata Junction (n. o.) and Ottawa Beach.	Chicago and West Michigan Rwy. Co.	5.94	.....	.....	6					Do.
137086	Vacant.										
137087	Detroit and Mount Clemens.	Rapid Rwy. Co.	20.38	.....	600.00	6					Agreement.

137008	Sidnaw and Untonagon.....	Chicago, Milwaukee and St. Paul Rwy. Co.	45.55	51.30	2,337.22	6
137089	An Sable and McKinley.....	Albion and Northwestern R. R. Co.	40.00	42.75	1,710.00	6
137090	Jackson and Addison Junction (n. o.)	Chicago, Milwaukee and Mackinaw Rwy. Co.	18.99	94.91	1,778.86	15.50
137091	Watermeet and Choate.....	Chicago and Northwestern Rwy. Co.	22.31	42.75	953.75	6
137092	Vacant.					
137093	St. Ignace and Mackinaw City.	Mackinac Transportation Co.	8.23	143.64	1,182.15	13
137094	Vacant.					
137095	Ray City and Midland.....	Michigan Central R. R. Co.	20.14	42.75	860.98	9
137097	Vacant.					
137098	Craigmore Junction (n. o.)	Chicago and Northwestern Rwy. Co.	3.49	42.75	149.19	6
137099	and Robbina.					
137100	Vacant.					
137101	Channing (n. o.) and Sidnaw.	Chicago, Milwaukee and St. Paul Rwy. Co.	46.85	47.98	2,233.60	9
137102	(Plymouth Junction (n. o.) and Redford Junction (n. o.)	Flint and Pere Marquette R. R. Co.	11.63	86.36		
137103	Redford Junction (n. o.) and Emory Junction (n. o.)	Flint and Pere Marquette R. R. Co.	18.04	203.49	3,637.86	25
137104	Rose City.	Detroit and Mackinac Rwy. Co.	31.76	42.75	1,397.74	6
137105	Coleman and Beaverton.....	Flint and Pere Marquette R. R. Co.	10.95	42.75	468.11	6
137106	Vacant.					
137107	Alpena and Southgrove.....	Detroit and Mackinac Rwy. Co.	25.72	42.75	1,099.53	6
137108	Grand Marais and Genufask.	Manitowish Rwy. Co.	41.01	42.75	1,753.17	6
137109	Grayling and Lewinaw.....	Michigan Central R. R. Co.	27.84	42.75	1,188.39	6
137110	Menominee and Falthorn Junction (n. o.)	Wisconsin and Michigan Rwy. Co.	51.20	.....	1,500.00	6
137111	Vacant.					
137112	Boyer and Boyne Falls.....	Boyer City and Southeastern R. R. Co.	7.81	42.75	312.50	12
137113	Buffalo, N. Y., and Detroit, Mich.	Cansels Southern Rwy. Co.	243.50	235.18	57,254.15	7
137114			6,593.45		928,750.22	
139001	Brookfield, Wis., and North McGregor, Iowa.	Chicago, Milwaukee and St. Paul Rwy. Co.	182.76	193.23	35,314.71	17.36

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1897—Continued.

Numb- ber of route.	State and terminal.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized miles of railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
WISCONSIN—continued.											
139002	Milwaukee and La Crosse	Chicago, Milwaukee and St. Paul Rwy. Co.	197.88	\$93.68	\$84,732.64	31.23	14.30 183.90	\$260.00 240.00	Dollars. 47,996.00	2 lines 50 and 4 lines 60 ft. 1 line 50 and 4 lines 60 feet.	Milwaukee to Brook- field. Brookfield to La Crosse.
139003	Milwaukee and Berlin	do	96.62	176.13	17,017.68	27.69	63.00	80.00	2 lines 50 feet.	Chicago to Harvard.	
139004	Milton Junction and Shulls- burg.	do	76.99	130.83	10,071.83	12.27	23.40	40.00	1 line 50 feet.	Harvard to James- ville.	
139005	Watertown and Madison	do	38.15	86.36	3,294.63	12	37.96	40.00	1 line 50 feet.	Caledonia, Ill., to Evansville, Wis.	
139006	Horicon and Portage	do	49.21	194.94	9,592.99	15.50	96.50	80.00	2 lines 50 feet.	Evansville to Elroy.	
139007	Rushlake and Winneconne	do	14.75	42.75	630.56	6	15.00	40.00	600.00	1 line 50 feet.	Harvard to Cale- donia Junction.
139008	Oshkosh and Ripon	do	19.79	110.80	2,182.83	12	128.80	80.00	2 lines 50 feet.	Milwaukee to Fort Howard.	
139009	Chicago, Ill., and Fond du Lac, Wis.	Chicago and Northwestern Rwy. Co.	176.70	229.14	40,489.03	10.37	114.90	40.00	16,530.00	1 line 50 feet.	Fort Howard to Es- canaba.
139010	Caledonia, Ill., and Winona Junction (n.o.), Wis.	do	189.56	221.45	41,978.06	19.37	64.80	25.00	Land grant.	Land grant.	Land grant.
139011	Kenosha, Wis., and Rock- ford, Ill.	do	72.35	126.80	10,024.23	9.09					
139012	Milwaukee and Fort How- ard.	do	128.80	250.52	68,302.69	17.61					
139013	Fort Howard, Wis., and Ishpeming, Mich.	do	179.81	200.41							
139014	Rice Lake and Cameron	Rice Lake, Dallas and Me- nominee Rwy. Co.	7.70	44.46	342.24	13					
139015	Winona, Minn., and La Crosse, Wis.	Chicago and Northwestern Rwy. Co.	33.55	150.48	5,048.60	18.43					
139016	Stevens Point and Portage.	Wisconsin Central R. R. Co.	72.91	62.92	4,587.49	6					
139017	Milwaukee, Wis., and Champion, Mich.	Chicago, Milwaukee and St. Paul Rwy. Co.	262.04	129.11	33,831.98	14.31					
139018	Milwaukee and Rugby Junction (n.o.).	do	27.90	37.62							
139019	Rugby Junction (n.o.) and Stevens Point.	Wisconsin Central R. R. Co.	131.47	149.63	43,047.37	16.83					
139020	Stevens Point and Ashland.	do	186.61	119.70							
											Lap service over 27.60 miles. Land grant 196.61 miles.

Lap service over 27.00 miles. Land grant 196.61 miles.

Land grant.

[illegible]

No.	Do.	Agreement
139065	Dexter ville and Irgun.....	Chicago, Milwaukee and St. Paul Rwy. Co.
139066	Hunting and Big Falls.....	Big Falls Rwy. Co.
139067	Atlanta, Wis., and Duluth, Minn.	Northern Pacific Rwy. Co.
139068	Pratt Junction (n. o.) and Jadbis.	Chicago and Northwestern Rwy. Co.
139069	Partial Junction (n. o.) and Parrish.	do
139070	Holley and Pecos.....	do
139071	Waukegan and Montello.....	Wisconsin Central R. Co.
139072	Abotsford and Athens.....	Albion and Northeastern R. Co.
139073	Fairchild and Mondovi.....	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.
139074	Vacant.	
139075	Vacant.	
139076	Seven Point and Plover.....	Green Bay and Western R. Co.
139077	Manitowoc and Two Rivers.....	Chicago and Northwestern Rwy. Co.
139078	East Winona (n. o.), Wis., and Winona, Minn.	Chicago, Burlington and Northern R. R. Co.
139079	Granville and Sussex.....	Milwaukee and Superior Rwy. Co.
139080	Vacant.	
139081	Keweenaw and Fort Howard.....	Keweenaw, Green Bay and Western R. Co.
139082	Marshfield and Greenwood.....	Wisconsin Central R. Co.
139083	Vacant.	
139084	Vacant.	
139085	Wausau and Readstown.....	Kickapoo Valley and Northern Rwy. Co.
139086	Casco Junction (n. o.) and Surgeon Bay.	Albion and Western Rwy. Co.
139087	Nestora (n. o.), Mich., and West Superior, Wis., and Duluth, Minn.	Duluth, South Shore and Atlantic Rwy. Co.
139088	Vacant.	
139089	Woodville and Spring Valley.	Minnesota and Wisconsin Rwy. Co.
139090	Vacant.	
139091	Vacant.	
139092	Lake Geneva and Williams Bay.	Chicago and Northwestern Rwy. Co.
139093	Babcock and Tomah.....	Chicago, Milwaukee and St. Paul Rwy. Co.
139094	Watersmeet, Mich., and Monico, Wis.	Chicago and Northwestern Rwy. Co.

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1897—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route. Miles.	Pay per mile for trans- porta- tion. Dollars.	Annual rate of pay for trans- portation. Dollars.	Aver- age num- ber of trips per week.	Author- ized mileage railway post- office cars. Miles.	Pay per mile for railway post- office cars. Dollars.	Annual rate of pay for railway post- office cars. Dollars.	Lines of rail- way post-office cars author- ized.	Remarks.
139095	WISCONSIN—continued. Powers, Mich., and Hurley, Wis.	Chicago and Northwestern Rwy. Co.	161.80 6,147.95	73.53	11,897.15 928,519.88	8.75					
141001	MINNESOTA. (St. Paul and Minneapolis... Minneapolis and Wabash... Wabash and Little Falls... Little Falls and Staples... Staples, Minn., and Mis- soula, Mont.)	Northern Pacific Rwy. Co.	12.34 73.98 23.36 84.24 1,113.68	308.66 308.66 245.52 308.66 246.92	317,969.95	9.67	1,123.19	40.00	45,287.60	1 line 50 feet...	(St. Paul to Helena. Land grant 22.36 miles and 1,113.68 miles.
141002	Benson, Minn., and Water- town, S. Dak.	Great Northern Rwy. Co.	92.78	61.56	5,708.45	6					
141003	Moorhead, Minn., and Wah- peton, N. Dak.	do	45.04	184.68	8,317.98	7					
141004	St. Cloud and St. Vincent.	do	215.98	160.05	50,572.59	9.80	143.99	40.00	5,719.90	1 line 50 feet...	St. Cloud to Barnes- ville All land grant.
141005	Barnesville, Minn., and Far- go, N. Dak.	do	25.15	120.56	3,052.08	6.80	24.53	40.00	980.80	1 line 50 feet...	
141006	St. Paul and Breckenridge.	do	214.16	181.26	38,818.64	20.68	10.44	40.00	417.00	1 line 50 feet...	St. Paul to Minne- apolis. All land grant. Land grant.
141007	St. Paul and Duluth.	St. Paul and Duluth R. R. Co.	152.28	134.75	20,519.75	22.88					Land grant 13.54 miles.
141008	(Minneapolis and White Bear Lake. White Bear Lake and Still- water.)	do	20.00 12.54	66.69 53.35	2,002.80	22.99					
141009	(St. Paul and Austin... Austin, Minn., and North McGregor, Iowa.)	Chicago, Milwaukee and St. Paul Rwy. Co.	100.01 110.53	143.64 179.55	34,264.96	13.01	41.80	50.00	2,000.00	2 lines 40 feet.	Cabaret to North Mc- Gregor. Land grant 100.01 miles.
141010	(Hastings, Minn., and Orton- ville. Ortonville and Bowdle, S. Dak.)	do	202.21 166.69	142.37 177.84	58,413.56	9.57	256.10	25.00	6,402.50	1 line 40 feet...	Cologne, Minn., and Aberdeen, S. Dak. Land grant 202.21 miles.

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C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1897—Continued.

Num- ber of route.	States and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
	MINNESOTA—continued.										
141087	Brainerd and Walker	Brainerd and Northern Min- nesota Rwy. Co.	61.34	.....	Dollars, 1,780.57	6			Dollars.		Agreement.
141088	Lyle, Minn., and Manly, Iowa.	Chicago Great Western Rwy. Co.	20.50	42.75	880.22	3					
141089	Winston (n. o.) and Eveleth..	Duluth and Iron Range R. R. Co.	4.95	42.75	211.61	12					
	IOWA.										
			8,059.71		1,193,393.11				113,402.05		
143001	Burlington, Iowa, and Al- bia, Wis.	Burlington, Cedar Rapids and Northern Rwy. Co.	283.29	195.80	49,594.18	18.12	252.00	25.00	6,317.25	1 line 40 feet..	
143002	Cedar Rapids and Decorah..	.....do	125.68	94.91	11,928.89	5.74					
143003	Vinton, S. Dak., and Water- bury, Iowa.	.....do	374.68	124.83	46,771.80	9.36					
143004	Thornburg and What Cheer..	.....do	4.58	42.75	195.79	12					
	Burlington (n. o.) and Pacific Union Pacific Transfer (n. o.)	Chicago, Burlington and Quincy R. R. Co.	276.22	835.16							
143005	Pacific Junction (n. o.) and Burlington (n. o.)	.....do	18.35	1,043.96	249,844.56	23.33	294.57	250.00	73,642.50	5 lines 60 feet..	Land grant 370.36 miles.
143006	Bethany Junction (n. o.), Iowa, and Grant City, Mo.	.....do	45.64	55.53	2,536.67	6					
143007	Creston, Iowa, and Hopkins, Mo.	.....do	44.99	145.35	6,539.29	13					
143008	Burlington, Iowa, and Car- rollton, Mo.	Chicago, Burlington and Kansas City Rwy. Co.	221.10	86.86	19,094.19	7.49					
143009	Villisca, Iowa, and Burling- ton Junction, Mo.	Chicago, Burlington and Quincy R. R. Co.	36.74	83.79	3,073.44	8.94					
143010	Albia and Mason City.....	Iowa Central Rwy. Co.	170.08	153.05	26,030.74	12	145.30	25.00	3,632.50	1 line 40 feet..	Onkalosa and Mason City.
143011	Keokuk and Burlington.....	St. Louis, Keokuk and Northwestern R. R. Co.	43.03	220.59	9,491.95	20.50	43.03	25.00	1,075.75	1 line 40 feet..	Sabula Junction to North McGregor. Land grant 14.78 miles from near Dubuque to Tete des Morts.
143012	Clinton, Iowa, and La Crosse, Wis.	Chicago, Milwaukee and St. Paul Rwy. Co.	170.46 10.78	153.18 126.54	28,327.46	18.01	98.30	25.00	2,455.00	1 line 40 feet..	

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1897—Continued.

Num- ber of route.	State and terminl.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for train- ing and transportation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
	10WA—continued.		Miles.	Dollars.	Dollars.		Miles.	Dollars.	Dollars.		
143036	Newton and Monroe.....	Chicago, Rock Island and Pacific Rwy. Co.	18.07	42.75	772.49	12					
143037	Ellsworth Minn., and Sioux Fall S. Dak.....	Burlington, Cedar Rapids and Northern Rwy. Co.	42.94	44.46	1,909.11	6					
143038	Maple River and Onawa.....	Chicago and Northwestern Rwy. Co.	81.84	144.50	11,753.63	13.27					
143039	Turtle River and West Union.....	Chicago, Milwaukee and St. Paul Rwy. Co.	58.32	62.42	8,640.33	6					
143040	Watson Junction and Watson.....	do	23.02	48.74	1,121.99	6					
143041	Creston and Cumberland.....	Chicago, Burlington and Quincy R. Co.	48.24	66.69	8,217.12	6					
143042	Chariton and Indianapolis (n. o.).....	do	34.07	52.16	1,777.09	6					
143043	Hastings and Sidney.....	do	22.21	45.32	1,047.46	6					
143044	Atlantic and Audubon.....	Chicago, Rock Island and Pacific Rwy. Co.	26.00	64.13	1,667.38	12					
143045	Avoca and Harlan.....	do	14.10	46.17	650.99	12					
143046	Des Moines and Fonda.....	Des Moines Northern and Western R. Co.	113.80	96.62	10,995.35	12					
143047	Marion, Iowa, and Kansas City, Mo.....	Chicago Milwaukee and St. Paul Rwy. Co.	303.53	121.41	34,851.57	8.32	13.55	25.00	838.75	1 line 40 feet..	Hedrick to Ottum- wa.
143048	Ives and Iowa Junction (n. o.).....	Burlington, Cedar Rapids and Northern Rwy. Co.	20.96	72.68	1,516.10	19.28					
143049	Belle Plaine and Mchak- nock.....	Chicago and Northwestern Rwy. Co.	64.69	69.26	4,480.42	6					
143050	Wall Lake and Sac City.....	do	14.18	100.89	1,430.62	9					
143051	Sumner and Hampton.....	Chicago Great Western Rwy. Co.	64.24	78.66	5,083.11	12					
143052	Eagle Grove, Iowa, and El- more, Minn.....	Chicago and Northwestern Rwy. Co.	66.55	77.81	5,178.25	11.37					
143053	Belleuve and Cascade.....	Chicago, Milwaukee and St. Paul Rwy. Co.	36.29	48.74	1,768.77	6					
143054	Atlantic and Griswold.....	Chicago, Rock Island and Pacific Rwy. Co.	15.15	46.17	699.47	12					
143055	Red Oak and Griswold.....	Chicago, Burlington and Quincy R. R. Co.	18.83	52.16	981.65	12					
143056	Wilson Junction (n. o.) and Cedar Falls.....	Chicago Great Western Rwy. Co.	7.50	42.75	320.02	18					

143013	Stanwood and Tipton	Chicago and Northwestern Rwy. Co.	8.87	53.01	470.19	13	58.85	100.00	2 lines 60 feet.	Davenport to Iowa City.
143014	Davenport and Union Pacific Transfer (n.o.).	Chicago, Rock Island and Pacific Rwy. Co.	317.95	194.84	61,981.17	20.94	283.98	80.00	3 lines 50 feet.	Iowa City to Union Pacific Transfer (n.o.).
143015	Summeret Junction (n.o.)	do	6.63	54.43	874.13	13	All land grant.
143016	Washington and Knoxville.	do	78.90	55.94	5,194.77	10.05	Davenport to Tre-
143017	Davenport, Iowa, and Leavenworth, Kansas.	do	836.18	180.41	60,646.63	13.18	233.70	25.00	1 line 40 feet.	ton.
143018	Davenport and Maquoketa.	Chicago, Milwaukee and St. Paul Rwy. Co.	43.96	53.87	2,868.12	21.54
143019	Kookuk and Des Moines ..	Chicago, Rock Island and Pacific Rwy. Co.	166.78	90.63	15,115.37	9.70
143020	Farley and Parika	Chicago, Milwaukee and St. Paul Rwy. Co.	43.86	127.40	5,587.76	13.37
143021	Dubuque and Sioux City ..	Illinois Central R. R. Co.	327.11	168.95	55,265.23	17.58	324.88	50.00	2 lines 40 feet.	Land grant.
143022	Waterloo, Iowa, and Lyle, Minn.	do	81.01	83.93	7,203.40	10.30
143023	Boulah and Elkader	Chicago, Milwaukee and St. Paul Rwy. Co.	19.56	42.75	836.19	6	Land grant 8.66 miles.
143024	Clinton and Lyons	Chicago and Northwestern Rwy. Co.	3.05	57.45	5,132.28	6
143025	Calmar and Sheldon	Chicago, Milwaukee and St. Paul Rwy. Co.	210.79	125.17	48,179.26	10.92	174.50	50.00	3 lines 40 feet.	Calmar to Spencer.
143026	Conover and Decorah	do	139.29	154.47	33.90	25.00	1 line 40 feet.	Spencer to Sanborn.
143027	Davenport and Calmar	do	Land grant 310.17 miles.
143028	Savanna, Ill., and Union Pacific Transfer (n.o.), Iowa.	do	165.66	92.34	61,900.68	14.49
143029	Masonrl Valley and Sioux City.	Sioux City and Pacific R. R. Co.	361.50	176.13	18,757.98	20.44	Savanna to Sabala Junction (n.o.).
143030	Des Moines and Jewell	Chicago and Northwestern Rwy. Co.	76.36	245.99	10,859.26	32	5.91	80.00	3 lines 50 feet.	Masonrl Valley to California.
143031	Des Moines and Ruthven ..	do	58.35	132.97	60.75	40.00	1 line 50 feet.	City.
143032	Grinnell and Montezuma ..	Chicago, Rock Island and Pacific Rwy. Co.	138.02	102.60	14,160.85	10.33
143033	Albia and Des Moines	Iowa Central Rwy. Co.	17.50	42.75	748.12	12
143034	Elk Point, S. Dak., and Sioux Falls, S. Dak.	Chicago, Burlington and Quincy R. R. Co.	66.41	135.09	9,241.50	10
143035	Burlington and Washing- ton.	Chicago Milwaukee and St. Paul Rwy. Co.	70.59	94.91	6,699.66	6.81
143036	Burlington and Northwest- ern Rwy. Co.	52.78	70.97	3,745.79	6

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1897—Continued.

Number of route.	State and terminal.	Title of company.	Length of route.	Pay per mile for transportation.	Annual rate of pay for transportation.	Average number of trips per week.	Authorized mileage, railway post-office cars.	Pay per mile for railway post-office cars.	Annual rate of pay for railway post-office cars.	Lines of railway post-office cars authorized.	Remarks.
IOWA—continued.											
143084	Des Moines, Iowa, and Cainesville, Mo.	Des Moines and Kansas City Rwy. Co.	112.41	76.10	Dollars, 8,554.40	8.41	Miles,	Dollars, .....	.....	.....	.....
143085	Lake Park, Iowa, and Worthington, Minn.	Burlington, Cedar Rapids and Northern Rwy. Co.	18.72	47.88	894.31	6	.....	.....	.....	.....	.....
143086	East Dubuque, Ill., and Dubuque, Iowa.	Chicago, Burlington and Northern R. R. Co.	1.75	78.66	137.65	13	.....	.....	.....	.....	.....
143087	Vacant.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
143088	Eldora Junction and Alden.	Chicago, Iowa and Dakota Rwy. Co.	26.42	49.59	1,310.16	12	.....	.....	.....	.....	.....
143089	Sac City and Merville.....	Chicago and Northwestern Rwy. Co.	67.19	77.81	5,228.05	9	.....	.....	.....	.....	.....
143090	Wilton Junction and Muscatine.	Chicago, Rock Island and Pacific Rwy. Co.	12.64	56.43	718.27	15	.....	.....	.....	.....	.....
143091	New Sharon and Newton....	Iowa Central Rwy. Co.....	81.11	42.75	1,329.95	6	.....	.....	.....	.....	.....
143092	Vacant.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
143093	Centerville and Albia.....	Albia and Centerville Rwy. Co.	25.77	45.32	1,167.89	12	.....	.....	.....	.....	.....
143094	Waverly Junction (n. e.) and Waverly.	Burlington, Cedar Rapids and Northern Rwy. Co.	6.13	65.84	403.59	25	.....	.....	.....	.....	.....
143095	Vacant.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
143096	Spencer and Spirit Lake....	Chicago, Milwaukee and St. Paul Rwy. Co.	21.87	42.75	934.94	6	.....	.....	.....	.....	.....
143097	Mason City and Fort Dodge.	Mason City and Fort Dodge R. R. Co.	73.27	53.01	3,884.04	11	.....	.....	.....	.....	.....
143098	Sioux City and Manila.....	Chicago, Milwaukee and St. Paul Rwy. Co.	90.39	183.38	12,056.21	13	.....	.....	.....	.....	.....
143099	Cherokee and Onawa.....	Illinois Central R. R. Co....	66.08	47.88	3,193.91	7.07	.....	.....	.....	.....	.....
143100	Cherokee, Iowa, and Sioux Falls, S. Dak.	.....do	97.35	100.89	9,821.64	7	.....	.....	.....	.....	.....
143101	Cedar Rapids and Manchester.	.....do	42.84	82.94	3,511.67	13.50	.....	.....	.....	.....	.....
143102	Vacant.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
143103	Des Moines, Iowa, and St. Joseph, Mo.	Chicago Great Western Rwy. Co.	159.10	112.86	17,956.00	15.55	.....	.....	.....	.....	.....
143104	Fort Dodge and Lehigh....	Mason City and Fort Dodge R. R. Co.	14.99	42.75	641.82	6	.....	.....	.....	.....	.....
143105	Ottumwa and Evans.....	Wabash R. R. Co.....	28.56	62.42	1,792.71	7	.....	.....	.....	.....	Lap. over 143019.

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1897—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route. Miles.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation. Dollars.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars. Miles.	Pay per mile for railway post- office cars. Dollars.	Annual rate of pay for rail- way post- office cars. Dollars.	Lines of rail- way post-office cars author- ized.	Remarks.
MISSOURI—continued.											
145010	Kansas City and Cameron ..	Hannibal and St. Joseph R. R. Co.	64.96	253.21	14,191.22	27	54.81	80.00	4,384.80	2 lines 50 feet..	Kansas City to Cam- eron.
145011	Sedalia, Mo., and Parsons, Kans.	Missouri, Kansas and Texas Rwy. Co.	161.02	268.47	115,704.51	14	438.09	65.00	23,280.85	{ 1 line 40 feet and 1 line 50 feet.	{ Sedalia, Mo., to Denison, Tex. Land grant, 28.61 miles.
			23.61	214.77							
145012	Parsons, Kans., and Deni- son, Tex.	Atchison, Topeka and Santa Fe Rwy. Co.	251.07	268.47							
145013	St. Joseph and Henry	Wabash R. R. Co.	73.25	64.13	4,697.82	7					
145018	Brunswick and Patton- burg.	Missouri, Kansas and Texas Rwy. Co.	79.96	241.11	19,279.15	13	79.88	40.00	3,178.20	1 line 50 feet..	
145014	Hannibal and Sedalia.....	Missouri, Kansas and Texas Rwy. Co.	144.02	161.60	23,273.68	14					
145015	Keokuk, Iowa, and Van- wert, Iowa.	Missouri Pacific Rwy. Co.	143.92	117.14	17,444.48	11.81					
145016	Atchison and St. Joseph.....	Kansas City, Fort Scott and Memphis R. R. Co.	22.28	6.84	152.25	7					
145017	Atchison and St. Joseph.....	St. Louis, Keokuk and Quincy Omaha and Kansas City Rwy. Co.	385.30	173.57	66,876.52	14	103.40	25.00	2,585.00	1 line 40 feet..	Lap over 146988. Springfield, Mo., to Fort Scott, Kans. Keokuk to St. Louis.
145018	St. Louis, Mo., and Trenton, Quincy, Ill., and Trenton, Quincy, Mo.	St. Louis and San Francisco R. R. Co.	238.29	248.81	58,800.83	33.89	178.47	25.00	4,461.75	1 line 40 feet..	
145019	Pierce City, Mo., and Wich- ita, Kans.	Chicago and Alton R. R. Co.	133.59	91.49	12,771.08	10.11					
145020	Mexico and Cedar City.....	St. Louis and San Francisco R. R. Co.	218.31	163.31	35,652.20	14					
145022	Warren (n. o.) and Kansas City.	St. Louis and San Francisco R. R. Co.	50.84	72.68	3,658.71	6					
145023	Cuba and Salem.....	St. Louis and San Francisco R. R. Co.	301.15	171.86	51,755.63	20.64					
145024	Holden, Mo., and Paola, Kans.	St. Louis and San Francisco R. R. Co.	40.45	52.16	2,109.87	6					
145025	Salisbury and Glasgow.....	Wabash R. R. Co.	54.83	72.68	3,985.04	7					
145026	Crystal City and Silesia.....	St. Louis, Iron Mountain and Southern Rwy. Co.	14.95	42.75	639.11	7					
145027	Carle, Ill., and Poplar Bluff.	Kansas City, St. Joseph and Council Bluffs R. R. Co.	73.77	90.97	6,710.85	8.17					Land grant.
145028	St. Joseph and Hopkins.....		59.72	140.22	8,373.93	13					

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C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1897—Continued.

Num- ber of route.	State and terminal.	Title of company.	Length of route. Miles.	Pay per mile for trans- porta- tion. Dollars.	Annual rate of pay for trans- portation. Dollars.	Aver- age num- ber of trips per week.	Author- ized miles, railway post- office cars. Miles.	Pay per mile for railway post- office cars. Dollars.	Annual rate of pay for rail- way post-office cars. Dollars.	Lines of rail- way post-office cars author- ized.	Remarks.
MISSOURI—continued.											
145068	Maya, Mo., and Chetopa, Kans.	Missouri Pacific Rwy. Co...	76.23	90.68	6,908.72	7	Lap over 145074.
145069	Bonville and Myriot Sta- tion (n. o.); Kansas City..	.....do.....	80.96	55.58	4,499.75	8.49	.....	.....	.....	.....
145070	Cameron and Kansas City..	Chicago, Rock Island and Pacific Rwy. Co.	54.74	17.96	983.13	13	.....	.....	.....	.....
145071	Pattonburg, Mo., and Coun- cil Bluffs, Iowa.	Omaha and St. Louis Rwy. Co.	144.71	217.17	31,428.67	7	144.60	25.00	3,615.00	1 line 40 feet..	
145072	St. Louis and Union.....	St. Louis, Kansas City, and Colorado R. R. Co.	60.15	53.43	3,394.26	7.96	.....	.....	.....	.....
145073	Vacant.	Burlington and Missouri River R. R. Co. in Ne- braska.	9.50	184.68	1,754.46	7	9.50	25.00	237.50	1 line 40 feet..
145074	Napier, Mo., and Enlo, Nebr.	.....	.....	.....	.....	.....	.....	.....	.....	.....
145075	Vacant.	Current River R. R. Co.....	.....	.....	.....	.....	.....	.....	.....	.....
145076	Willow Springs and Gran- din.	Atchison, Topeka and Santa Fe Rwy. Co.	80.81	53.43	4,580.10	6	.....	.....	.....	.....
145077	St. Joseph, Mo., and Atchi- son, Kans.	.....	21.21	49.59	1,051.80	14	.....	.....	.....	.....
145078	Wataash, Chester, and West- ern R. R. Depot in Ches- ter, Ill., and Perryville, Mo.	Chester, Perryville, Ste- Genevieve and Farming- ton R. R. Co.	19.56	42.75	836.19	6	.....	.....	.....	.....
145079	Cassville and Exeter.....	Cassville and Western Rwy. Co.	4.60	51.80	238.98	6	.....	.....	.....	.....
145070	Tower Grove Station (n. o.) and Oak Hill Junction (n. o.).	St. Louis, Oak Hill and Carondelet Rwy. Co.	7.10	611.33	4,340.44	31.50	7.10	123.00	887.50	2 lines 60 feet and 1 line 40 feet.
145071	Riverside Station (n. o.) and Doe River.	Mississippi River and Bonne Terre Rwy. Co.	47.54	66.69	3,170.44	13.66	.....	.....	.....	.....
145072	Delta (n. o.) and Malden.....	St. Louis Southwestern Rwy. Co.	51.83	94.91	4,919.18	7	.....	.....	.....	.....
145073	Harlem and Smithville.....	Kansas City and Northern Connecting R. R. Co.	21.40	49.59	1,061.23	13	.....	.....	.....	.....
145074	St. Louis (Union Depot), Mo., and Bridge Junc- tion, East St. Louis, Ill.	Terminal R. R. Association of St. Louis.	4.04	.....	25,000.00	239	.....	.....	.....	.....
145075	Rich Hill, Mo., and Fort Scott, Kans.	Fort Scott Central Rwy. Co.	27.35	125.69	3,437.62	7

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1897.—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
		ARKANSAS.									
147001	Memphis, Tenn., and Hope- field, Ark.	Little Rock and Memphis R. Co.	1.00	157.32	16,920.54	14			Dollars.		Not land grant.
147002	Hopfield and Little Rock....	R. Co.	183.20	125.85	2,412.63	6					Land grant.
147003	Helena and Claremont....	Arkansas Midland R. R. Co.	49.50	48.74	18,096.87	14					Land grant.
147004	Little Rock and Fort Smith. Little Rock and Warren.....	Little Rock and Fort Smith Rwy. Co. St. Louis, Iron Mountain and Southern Rwy. Co.	166.89 49.30	104.76 47.88							
147005	Malvern and Hot Springs....	Hot Springs R. R. Co.	22.41	117.99	2,644.15	24.50					
147006	Brinkley and Jacksonport....	Whitehead Black River Val- ley Rwy. Co.	60.92	42.75	2,604.53	7					
147007	Little Rock and Arkansas City.	St. Louis, Iron Mountain and Southern Rwy. Co.	113.97	98.33	11,206.67	9.65					
147008	Dewitt and Gillett.....	Stuttgart and Arkansas River R. R. Co.	17.55		425.00	6					Agreement
147009	Nashville and Hope.....	Arkansas and Louisiana Rwy. Co.	25.70	75.24	1,933.66	13					
147010	Gurdon and Eldorado.....	St. Louis, Iron Mountain and Southern Rwy. Co.	66.65	49.59	3,805.17	7					
147011	Searcy and West Point.....	Searcy and West Point R. R. Co.	8.47	47.03	398.84	17.98					
147012	Knobel and Helena.....	St. Louis, Iron Mountain and Southern Rwy. Co.	140.79	85.50	12,037.54	7					
147013	Selgman, Mo., and Eureka Springs, Ark.	Eureka Springs Rwy. Co....	19.29	78.66	1,517.85	14					
147014	Newport and Cushman.....	St. Louis, Iron Mountain and Southern Rwy. Co.	42.27	65.84	2,783.05	6					
147015	McNeil and Magnolia.....	St. Louis, Iron Mountain and Southern Rwy. Co.	6.73	47.88	322.23	14					
147016	Russellville and Dardanelle.	Dardanelle and Russellville Rwy. Co.	5.10	53.87	274.78	14					
147017	Smithton and Antoine.....	Southwestern Arkansas and Indian Territory R. Co.	21.17	42.75	905.02	6					
147018	Rogers and Bentonville.....	Reconville R. R. Co.....	7.05	53.01	873.72	13					
147019	Fort Smith, Ark., and Paris, Tex.	St. Louis and San Francisco R. R. Co.	169.44	130.83	23,166.14	14					

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C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1897—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- porta- tion.	Aver- age num- ber of trips per week.	Author- ized mileage for railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
LOUISIANA—continued.											
149003	{New Orleans and Morgan City.	Morgan's Louisiana and Texas R. R. and Steam- ship Co.	80.37	\$183.57	\$31,936.57	14.17	80.37	50.00	Dollars. 7,274.00	{2 lines 40 feet. 2 lines 40 feet.	Land grant. Not land grant. Agreement.
149004	{Morgan City and Lafayette. Shreveport and Many.	Kansas City, Pittsburg and Gulf R. R. Co.	65.46	241.97	2,253.97	6	65.46	50.00			
149005	Vidalia and Jonesville.	Natchez, Red River and Texas R. R. Co.	25.60	42.75	1,094.40	7					
149006	Clinton and Ethel.	Yazoo and Mississippi Val- ley R. R. Co.	8.20	42.75	350.55	6					
149007	Slaughter, La., and Wood- ville, Miss.	do	41.80	51.30	2,144.34	6					
149008	Vicksburg, Miss., and Shreveport, La.	Vicksburg, Shreveport and Pacific R. R. Co.	173.14	115.60	20,014.98	7	172.78	25.00	4,319.50	1 line 40 feet.	All land grant.
149009	Thibodaux and Houma.	Morgan's Louisiana and Texas R. R. and Steam- ship Co.	19.98	82.16	1,042.15	21					
149010	Lafayette, La., and Orange, Tex.	Louisiana Western R. R. Co.	113.48	227.43	25,868.75	14	112.46	50.00	5,623.00	2 lines 40 feet.	Agreement.
149011	McMann Station (n. o.) and Jackson.	Jackson R. R. Co.	4.95		211.61	6					
149012	Cadeo and St. Martinville.	Morgan's Louisiana, and Texas R. R. and Steam- ship Co.	7.03	42.75	300.53	7					
149013	Baton Rouge Junction (n. o.) and Baton Rouge.	Texas and Pacific Rwy. Co.	9.87	62.42	616.08	7					
149014	Florenville and Covington.	East Louisiana R. R. Co.	18.50	49.59	917.42	10.26					
149015	Baldwin and Louis.	Morgan's Louisiana and Texas R. R. and Steam- ship Co.	15.47	42.75	661.54	7					
149016	Shreveport and Logansport.	Houston and Shreveport R. R. Co.	40.51	77.81	3,152.08	7					
149017	Cypress and Natchitoches.	Natchitoches and Red River Valley R. R. Co.	11.85	51.30	607.90	14					
149018	Homer and Bienville.	Louisiana and Northwest R. R. Co.	25.57	42.75	1,520.61	6.54					
149019	New Lewisville, Ark., and Shreveport, La.	St. Louis and Northwestern Rwy. Co.	61.35	64.93	3,988.53	7					

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1897.—Continued.

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TEXAS—continued.											
150007	Longview and Laredo.....	International and Great Northern R. Co.	Miles. 497.80	Dollars. 183.96	Dollars. 94,064.28	11.83	Miles. 342.40	Dollars. 25.00	Dollars. 8,565.00	1 line 40 feet...	Longview to San Antonio.
150008	Houston and Columbia.....	do	51.14	59.00	3,017.26	6	97.59	65.00		(1 line 50 feet, 1 line 40 feet.	Texarkana, Ark. and Longview, Tex.
150009	Longview and Fort Worth.....	Texas and Pacific Rwy. Co..	155.23	177.84	145,244.41	11.61	155.22	25.00	12,552.15	(1 line 40 feet...	Longview and Fort Worth.
	Fort Worth and Sierra Blanca.....		519.49	177.84							Lap service over 150039.
	Sierra Blanca and El Paso...		92.87	81.23							Agreement.
150010	Henrietta and Wichita Falls.	Missouri, Kansas and Texas Rwy. Co.	19.06		500.00	6					
150011	Whitesboro, Tex., and Tex- arkana, Ark.	Texas and Pacific Rwy. Co..	173.43	131.67	22,834.21	7.79					
150012	Houston and Orange.....	Texas and New Orleans R. R. Co.	104.80	227.43	24,289.53	14	105.63	50.00	5,281.00	2 lines 40 feet.	
150013	Jefferson and McKinney...	Sherman, Shreveport and Southern Rwy. Co.	154.07	53.01	8,167.25	7					
150014	Columbus and Lagrange...	Galveston, Harrisburg and San Antonio Rwy. Co.	31.59	42.75	1,350.47	6					
150015	Henderson and Overton.....	International and Great Northern R. R. Co.	16.73	49.59	829.64	14					
150016	Corpus Christi and Laredo...	Mexican National R. R. Co..	162.41	44.46	7,220.74	7					
150017	Greenville and Mineola.....	Missouri, Kansas and Texas Rwy. Co.	51.00	46.17	2,354.67	7					
150018	Brownsville and Isabel.....	Rio Grande R. R. Co.	22.50	42.75	961.37	7					
150019	Port Lavaca and Cuero.....	Gulf, Western Texas and Pacific Rwy. Co.	56.39	54.73	3,085.66	7					
150020	San Antonio and Suther- land Springs.	San Antonio and Gulf Shore Rwy. Co.	30.90		1,000.00	6					Do.
150021	Waxahachie and Garrett...	Central Texas and North- western Rwy. Co.	11.89	87.21	1,095.92	28					
150022	Whitesboro and Henrietta...	Missouri, Kansas and Texas Rwy. Co.	98.83	99.26	6,013.84	8.28					
150023	Houston, Tex., and Logana- port, La.	Houston, East and West Texas Rwy. Co.	192.66	70.97	13,673.07	7					
150024	Navasota and Conroe.....	Gulf, Colorado and Santa Fe Rwy. Co.	44.31	42.75	1,894.25	7					

150025	Texarkana, Ark., and Gatesville, Tex.	St. Louis Southwestern Rwy. Co. of Texas.	305.03	122.27	37,296.01	12.91			
150026	Georgetown and Round-rock.	International and Great Northern R. Co.	10.32	56.43	582.85	14			
150027	Galveston and Fort Worth.	Gulf, Colorado and Santa Fe Rwy. Co.	346.55	113.72	39,409.66	9.36			
150028	Denison and Taylor	Missouri, Kansas and Texas Rwy. Co.	258.79	196.36	51,332.53	15.92			
150029	Beaumont and Rockland	Sabine and East Texas Rwy. Co.	73.98	59.85	4,427.70	7			
150030	Dallas and Denton	Missouri, Kansas and Texas Rwy. Co.	37.69	61.56	2,320.19	7			
150031	Dallas and Kemp	Texas Trunk R. Co.	46.92	42.75	2,005.83	6			
150032	Mineola and Troup	International and Great Northern R. Co.	44.54	56.43	2,513.39	14			
150033	Kenedy and Corpus Christi.	San Antonio and Aransas Pass Rwy. Co.	88.48	87.21	7,716.84	7			
150034	Phelps (n.o.) and Huntsville.	International and Great Northern R. Co.	8.26	56.43	466.11	14			
150035	Paris and Weatherford	Gulf, Colorado and Santa Fe Rwy. Co.	195.19	94.91	18,625.48	8.92			
150036	Rosenberg and Victoria	New York, Texas and Mexican Rwy. Co.	92.08	100.89	9,289.95	7			
150037	Fort Worth and Texline	Fort Worth and Denver City Rwy. Co.	452.84	135.09	61,174.15	9.96			
150038	Austin and Llano	Austin and Northwestern R. Co.	99.79	86.36	8,617.86	13			
150039	San Antonio and El Paso	Galveston, Harrisburg and San Antonio Rwy. Co.	624.66	110.30	68,999.99	7			
150040	Harwood and Gonzales	do	12.80	42.75	547.20	7			
150041	Echo (n.o.) and Belton	Missouri, Kansas and Texas Rwy. Co.	6.72	60.71	407.97	28			
150042	Ennis and Quinlan	Texas Midland R. R.	55.48	42.75	2,720.89	6			
150043	Sporford and Eagle Pass	Galveston, Harrisburg and San Antonio Rwy. Co.	35.64	56.43	2,011.16	7			
150044	Tyler and Lufkin	Tyler Southeastern Rwy. Co.	89.00	59.85	5,326.65	7			
150045	Beaumont and Sabine Pass	Sabine and East Texas Rwy. Co.	29.79	42.75	1,273.52	6			
150046	Trinity and Colmesneil	Missouri, Kansas and Texas Rwy. Co.	66.95	50.45	3,877.62	7			
150047	Houston and Alvin	Gulf, Colorado and Santa Fe Rwy. Co.	26.61	126.11	3,435.61	28			
150048	Longview and Boren	Texas, Sabine Valley and Northwestern Rwy. Co.	41.11	42.75	1,757.45	6			
150049	Temple and San Angelo	Gulf, Colorado and Santa Fe Rwy. Co.	228.39	100.04	22,648.13	7			
150050	Somerville (n.o.) and Nava-cota.	do	28.56	42.75	1,220.94	7			
150051	Coleman Junction (n.o.) and Coleman.	do	6.25	42.75	267.18	7			

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1897.—Continued.

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KANSAS—continued.											
155034	Burlingame and Manhattan	Manhattan, Alma and Bur- lingame Rwy. Co.	57.24	46.17	Dollars. 2,642.77	6	Miles.	Dollars.	Dollars.		
155035	Mulvane and Kiowa.....	Atchison, Topeka and Santa Fe Rwy. Co.	86.31	112.72	9,815.17	8.46					
155036	Fort Scott and Kiowa.....	Kansas and Colorado Pacific Rwy. Co.	243.82	129.96	31,686.84	8.96					
155037	Vacant.										
155038	Leavenworth and Meriden Junction (n. o.).	Leavenworth, Topeka and Southwestern Rwy. Co.	44.10	52.18	2,404.57	6					
155039	Pittsburg and Chanute.....	Atchison, Topeka and Santa Fe Rwy. Co.	54.23	46.17	2,503.79	8.72					
155040	Atchison and Omaha, Nebr..	Missouri Pacific Rwy. Co.	164.21	129.11	21,201.15	10.90					
155041	Ottawa and Emporia.....	Atchison, Topeka and Santa Fe Rwy. Co.	57.27	53.01	8,085.88	6					
155042	Wichita and Pratt.....	Wichita and Western Rwy. Co.	80.17	69.26	5,552.58	7.56					
155043	Weir City Junction (n. o.) and Mackie Station (n. o.).	Kansas City, Fort Scott and Memphis R. R. Co.	7.60	42.75	324.90	10.96					
155044	Lawrenceburg and Belle- ville.	Junction City and Fort Kearney Rwy. Co.	17.47	61.56	1,075.45	6					
155045	Butler, Mo., and Madison....	Kansas and Colorado Pacific Rwy. Co.	106.98	52.16	5,684.39	6					
155046	Eldorado and McPherson....	do	62.36	42.75	2,665.89	6					
155047	Alton and Stockton.....	Rock County R. R. Co.	18.98	82.08	1,537.87	13					
155048	Attica and Medicine Lodge.	Atchison, Topeka and Santa Fe Rwy. Co.	21.58	53.01	1,143.95	13					
155049	Beaumont and Arkansas City.	St. Louis and San Francisco R. R. Co.	57.59	64.98	3,742.19	8.71					
155050	Arkansas City and Anthony.	St. Louis, Kansas and South- western R. R. Co.	60.63		2,591.93	6					Agreement.
155051	Wichita and Hutchinson....	Kansas and Colorado Pacific Rwy. Co.	47.72	85.50	4,080.06	13					
155052	Hutchinson and Kinsley....	Atchison, Topeka and Santa Fe Rwy. Co.	84.88	129.11	10,958.85	14.97	84.03	50.00	4,201.50	1 line 60 feet	
155053	Independence and Cedar- vale.	do	58.17	47.03	2,641.07	6					
155054	Vacant.										
155055	Queenemo and Osgue City....	do	20.73	42.75	886.20	12					

Station	Distance	Time	Rate	Notes
Chetopa and Larned.....	273.50	64.98	17,777.87	8.60
Salina and Oakley.....	226.13	64.98	14,683.92	6
Vacant.....				
Great Bend and Scott.....	121.22	60.71	7,359.26	6
Topeka and Fort Scott.....	130.42	48.74	6,356.67	6
Larned and Jetmore.....	48.79	44.46	2,080.28	6
Vacant.....				
Le Roy and Dearing.....	81.72	107.73	8,803.69	8.48
Vacant.....				
Little River and Holyrood.....	26.37	42.75	1,127.31	6
Chanute and Longton.....	45.07	42.75	1,928.74	7.83
Ottawa and Salina.....	141.17	134.24	18,850.66	7
Mulvane and Englewood.....	167.28	63.27	10,583.80	6
Benedict and Madison.....	46.26	42.75	1,977.61	6
Salina and McCracken.....	126.14	131.67	16,608.85	7
Holsington and Great Bend.....	10.40	49.59	520.19	14
Colony and Yates Center.....	25.61	42.75	1,094.82	6
Vacant.....				
Hutchinson and Geneseo.....	41.40	76.10	3,150.54	7.92
St. Joseph, Mo., and Liberal, Kans.....	434.45	153.05	66,492.57	11.33
Horton and Nelson, Nebr.....	167.06	94.91	15,855.66	7.24
Bazaar and Barnard.....	131.87	85.50	11,274.88	6
Roper and Peru Junction, (n.o.).....	51.77	42.75	2,213.16	6
Kansas City (Union Depot), Mo., and Virginia, Nebr.....	162.05	94.05	15,240.80	8.31
Burlington and Gridley.....	11.14	52.16	581.06	12
Olcott and Inka.....	20.08	42.75	888.42	6
Herington and Terra, Ind. T.....	348.51	159.03	55,423.54	13
Coffeyville and Paola.....	125.76	139.37	17,527.17	12.26
McCracken and Towner, Colo.....	141.57	128.25	18,156.35	7
Geneseo and Kanopolis.....	14.67	42.75	637.14	6

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1897—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
NEBRASKA—continued.											
157024	Fairmont and Chester	Burlington and Missouri River R. R. Co. in Ne- braska.	Miles. 43.00	Dollars. 59.00	Dollars. 2,832.00	13	Miles.	Dollars.	Dollars. .....	.....	.....
157025	Genoa and Cedar Rapids	Omaha and Republican Val- ley Rwy. Co.	30.81	53.87	1,659.73	13	.....	.....	.....	.....	.....
157026	De Witt and Superior	Burlington and Missouri River R. R. Co. in Ne- braska.	85.84	73.53	6,311.81	6	.....	.....	.....	.....	.....
157027	Vacant.	.....do.....	72.29	66.26	5,006.79	6	.....	.....	.....	.....	.....
157028	Odell and Concordia .....	.....do.....	106.25	123.54	13,444.87	9.55	64.70	25.00	1,617.50	1 line 40 feet..	Red Cloud to Oxford, Nebr.
157029	Hastings and Oxford .....	.....do.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
157030	Kearney and Kearney .....	.....do.....	24.66	49.59	1,222.88	6	.....	.....	.....	.....	.....
157031	Vacant.	.....do.....	78.73	64.13	5,048.95	6	.....	.....	.....	.....	.....
157032	Republican City and Ober- lin, Kans.	.....do.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
157033	St. Paul and Loup	Omaha and Republican Val- ley Rwy. Co.	39.67	59.85	2,374.24	6	.....	.....	.....	.....	.....
157034	Vacant.	.....do.....	193.25	63.40	13,218.30	6	.....	.....	.....	.....	.....
157035	Chadron and Casper, Wyo..	Fremont, Elkhorn and Mis- souri Valley R. R. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....
157036	Lincoln and Deadwood, S. Dak.	Burlington and Missouri River R. R. Co. in Ne- braska.	578.47	132.53	76,664.63	7.36	253.10	25.00	6,327.50	1 line 40 feet..	Lincoln to Seneca, Nebr.
157037	Fremont and Lincoln	Fremont, Elkhorn and Mis- souri Valley R. R. Co.	82.14	105.88	5,572.72	20.80	.....	.....	.....	.....	.....
157038	Vacant.	.....do.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
157039	Plattsmouth and Ashland..	Burlington and Missouri River R. R. Co. in Ne- braska.	31.59	216.32	6,832.54	33.51	4.30	40.00	172.00	1 line 50 feet..	Plattsmouth to Ore- opolis Junction (a. c.), Nebr.
157040	Union and Lincoln	Missouri Pacific Rwy. Co.	47.70	84.65	4,087.80	14	.....	.....	.....	.....	.....
157041	Scottsbluff and Oakdale	Fremont, Elkhorn and Mis- souri Valley R. R. Co.	115.67	65.84	7,615.71	6	.....	.....	.....	.....	.....
157042	Holdrege and Cheyenne, Wyo.	Burlington and Missouri River R. R. Co. in Ne- braska.	336.82	69.26	23,328.15	6	.....	.....	.....	.....	.....
157043	Edgar and Holdrege .....	.....do.....	86.93	53.01	4,290.06	6	.....	.....	.....	.....	.....

[illegible]

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1897—Continued.

Num- ber of route.	State and terminl.	Title of company.	Length of route.	Pay per mle for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized miles per post- office cars.	Pay per mile for post- office cars.	Annual rate of pay for rail- way post-office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
NORTH DAKOTA—continued.											
181015	Fairmount and Oakes.....	Minneapolis, St. Paul and Sault Ste. Marie Rwy. Co.	73.41	82.08	Dollars 6,025.49	6.20		Dollars.			
181016	Vacant.										
181017	Carrington and Sikeston....	Northern Pacific Rwy. Co.	12.81	42.75	547.62	3					
181018	Hankinson and Portal.....	Minneapolis, St. Paul and Sault Ste. Marie Rwy. Co.	344.50	144.50	49,780.25	7					
			2,155.05		233,995.45				6,093.00		
MONTANA.											
183001	Silver Bow and Garrison....	Montana Union Rwy. Co.	44.52	84.65	3,793.61	17.53					
183002	Logan Station and Butte....	Northern Pacific Rwy. Co.	71.48	114.57	8,189.46	7					
183003	Stuart and Anaconda.....	Montana Union Rwy. Co.	8.50	75.24	647.06	21					
183004	Drummond and Phillips- burg.	Northern Pacific Rwy. Co.	28.66	48.74	1,299.41	6					
183005	Butte and Great Falls.....	Montana Central Rwy. Co.	172.92	117.99	20,402.83	10.01					
183006	Vacant.										
183007	Clough and Marysville....	Northern Pacific Rwy. Co.	12.42	42.75	530.95	6					
183008	Missoula and Grangeville....	do	51.44	71.82	3,694.42	6					
183009	Silver Bow and Butte.....	Montana Union Rwy. Co.	8.01	142.79	1,143.74	35					
183010	Vacant.										
183011	Laurel Junction (n. o.) and Red Lodge.	Northern Pacific Rwy. Co.	44.52	43.61	1,941.51	6					
183012	Livingston and Chinabur....	do	51.40	42.75	2,197.35	7					
183013	Boulder Valley and Elkhorn.	Northern Pacific Rwy. Co.	21.17	42.75	905.01	6					
183014	Vacant.										
183015	Great Falls and Nelhart.	Montana Central Rwy. Co.	66.81	42.75	2,856.12	3					
183016	Vacant.										
183017	De Smet Station (n. o.) and Wallace, Idaho.	Northern Pacific Rwy. Co.	123.50	42.75	5,493.37	6					
183018	Pacific Junction (n. o.) and Spokane, Wash.	Great Northern Rwy. Co.	512.94	80.37	41,224.98	7					
183019	Great Falls and Canadian Line (n. o.).	Great Falls and Canada Rwy. Co.	132.50		2,800.00	5.50					Agreement.
183020	Helena Station (n. o.) and Boulder Station (n. o.).	Northern Pacific Rwy. Co.	34.90			6					Do.
			1,390.79		97,094.82						

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1897—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route. <i>Miles.</i>	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation. <i>Dollars.</i>	Aver- age num- ber of trips per week.	Author- ized mileage for railway post- office cars.	Pay per mile for railway post- office cars. <i>Dollars.</i>	Annual rate of pay for rail- way post- office cars. <i>Dollars.</i>	Lines of rail- way post-office cars author- ized.	Remarks.
COLORADO—continued.											
185022	Sheridan Junction (n. o.) and Morrison.	Denver, Leadville and Gun- nison Rwy. Co.	9.64	42.75	412.11	12					
185023	Denver and Pueblo.....	Union Pacific, Denver and Gulf Rwy. Co.	126.71	114.57	14,517.16	7					
185024	Vacant.	.....do.....									
185025	Manitou Junction (n. o.) and Colorado Springs.	.....do.....	9.29	42.75	397.14	14					
185026	Dickey Station (n. o.) and Dillon.	Denver, Leadville and Gun- nison Rwy. Co.	2.97	42.75	126.96	6					
185027	Greeley and Fort Collins....	Union Pacific, Denver and Gulf Rwy. Co.	25.09	76.95	1,930.67	7					
185028	Denver and Lyons.....	Burlington and Missouri River R. R. Co. in Ne- braska.	48.96	47.03	2,302.58	9					
185029	Vacant.	.....do.....									
185030	Colorado Springs and Mani- toun.	Denver and Rio Grande R. R. Co.	5.53	59.85	333.96	21					
185031	Vacant.	.....do.....									
185032	Vacant.	.....do.....									
185033	Vacant.	.....do.....									
185034	Colorado Springs and Aspen.	Colorado Midland R. R. Co.	209.04	92.84	19,802.75	7.94					
185035	Denver and Pueblo.....	Atchison, Topeka and Santa Fe Rwy. Co.	118.69	130.82	15,527.02	22.58					
185036	Townier and Pueblo.....	Kansas and Colorado Pa- cific Rwy. Co.	161.24	120.56	18,233.49	7					
185037	Montrose and Ouray.....	Denver and Rio Grande R. R. Co.	86.54	96.02	8,530.49	7					
185038	Gunnison and Baldwin.....	Denver, Leadville and Gun- nison Rwy. Co.	18.37	42.75	785.31	3					
185039	Basalt and Newcastle.....	Colorado Midland R. R. Co.	85.74	42.75	1,527.88	7					
185040	Military Junction (n. o.) and Fort Logan.	Denver and Rio Grande R. R. Co.	1.76	42.75	75.24	14					
185041	Lake Junction (n. o.) and Lake City.	.....do.....	86.01	42.75	1,589.42	6					
185042	Newcastle and Grand Junc- tion.	.....do.....	77.86	147.06	11,376.56	14					
185043	Ridgway and Telluride.....	Rio Grande Southern R. R. Co.	45.56	70.97	3,233.39	7					

165044	Trinidad and Catekill.....	Union Pacific, Denver and Gulf Rwy. Co.	27.54	42.75	1,177.83	6
165045	Illium (n. o.) and Durango..	Rio Grande Southern R. R. Co.	124.90	54.72	6,818.11	6
165046	Cardiff and Gulch.....	Colorado Midland R. R. Co.	15.16	42.75	648.09	6
165047	Pueblo and Trinidad.....	Union Pacific, Denver and Gulf Rwy. Co.	97.78	69.26	6,768.78	6
165048	Vacant					
165049	Villa Park and Golden.....	Denver, Lakewood and Golden R. R. Co.	11.10	.....	474.52	6
165050	Vacant					
165051	Vacant					
165052	Vacant					
165053	Vacant					
165054	Vacant					
165055	Vacant					
165056	Vacant					
165057	Vacant					
165058	Limon Station and Denver..	Chicago, Rock Island and Pacific Rwy. Co.	91.21	10.26	985.81	13
165059	Florence and Cripple Creek..	Florence and Cripple Creek R. R. Co.	40.87	64.98	2,655.73	6
165060	Divide and Cripple Creek....	Midland Terminal Rwy. Co.	30.23	.....	1,292.33	6
165061	Victor and Goldfield	Florence and Cripple Creek R. R. Co.	1.24	42.75	53.01	14
165062	Hill Top Junction (n. o.) and Leavick.	Denver South Park and Hill Top Rwy. Co.	11.62	42.75	496.75	6
	NEW MEXICO.		3,797.53	443,475.62	13,900.00	
167001	Lamy and Santa Fe.....	Atchison, Topeka and Santa Fe Rwy. Co.	18.80	61.56	1,157.32	14
167002	Antonito, Colo., and Silver-ton, Colo.	Denver and Rio Grande R. R. Co.	216.94	85.50	18,548.37	6
167003	Albuquerque and Needles, Cal.	Atlantic and Pacific R. R. Co.	577.74	170.32	98,400.67	14
167004	Rincon and El Paso, Tex....	Atchison, Topeka and Santa Fe Rwy. Co.	77.19	92.34	7,126.80	14
167005	Vacant					
167006	Deming and Silver City.....	do.....	48.72	74.39	3,624.28	7
167007	East Las Vegas and Las Vega.	do.....	6.80	.....	150.00	6
167008	Nutt Station (n. o.) and Lake Valley.	do.....	13.28	49.59	653.55	7
167009	State Line (n. o.) and Roswell.	Pecos Valley Rwy. Co.....	110.44	.....	4,721.31	7
167010	Socorro and Magdalena.....	Atchison, Topeka and Santa Fe Rwy. Co.	27.44	42.75	1,173.06	6
167011	Espanola and Santa Fe.....	Rio Grande and Santa Fe R. R. Co.	40.42	56.43	2,280.90	6
167012	Lordsburg and Clifton	Arizona and New Mexico Rwy. Co.	72.12	42.75	3,093.13	6

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1897—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route. Miles.	Pay per mile for trans- porta- tion. Dollars.	Annual rate of pay for trans- portation. Dollars.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars. Miles.	Pay per mile for post- office cars. Dollars.	Annual rate of pay for post- office cars. Dollars.	Lines of rail- way post-office cars author- ized.	Remarks.
NEW MEXICO—cont'd.											
167013	Whitewater (n. o.) and Halls Station (n. o.).	Silver City and Northern R. R. Co.	13.00	42.75	555.75	6
			1,222.88		141,480.14						
ARIZONA.											
168001	Yuma and El Paso, Tex.....	Southern Pacific Co.....	564.03	143.64	81,017.26	7	Agreement.
168002	Benson and Nogales.....	New Mexico and Arizona R. R. Co.	88.57	75.24	6,664.00	7	.....	.....	.....	.....
168003	Benson and Fairbank.....	Arizona and Southeastern R. R. Co.	19.00	.....	.....	6	.....	.....	.....	.....
168004	Maricopa and Phoenix.....	Maricopa and Phoenix R. R. Co.	85.19	77.81	2,738.13	7	.....	.....	.....	.....
168005	Fairbank and Bisbee.....	Arizona and Southeastern R. R. Co.	84.34	42.75	1,553.53	6	.....	.....	.....	.....
168006	Ashfork and Prescott.....	Santa Fe, Prescott and Phoenix Rwy. Co.	60.12	66.26	4,163.91	13	Do.
168007	Juncton and Jerome.....	United Verde and Pacific Rwy. Co.	26.33	42.75	1,125.80	7	.....	.....	.....	.....
168008	Teviston and Pima.....	Gila Valley, Globe and Northern Rwy. Co.	48.38	.....	2,068.24	6	.....	.....	.....	.....
168009	Pima and Fort Geronimo.....	.....do.....	20.75	42.75	887.06	6	.....	.....	.....	.....
168010	Prescott and Phoenix.....	Santa Fe, Prescott and Phoenix Rwy. Co.	187.36	80.37	11,039.62	14	.....	.....	.....	.....
168011	Tempe and Mesa.....	Maricopa and Phoenix and Salt River Valley R. R. Co.	8.79	42.75	375.77	14	.....	.....	.....	.....
			1,044.86		111,653.12						
UTAH.											
169001	Ogden and Frisco.....	Oregon Short Line R. R. Co.	276.35	114.57	31,661.41	8.86	
169002	Grand Junction, Colo., and Rio Grande Western Rwy. Co.	Rio Grande Western Rwy. Co.	329.35	146.21	48,154.26	15.15	.....	.....	.....	.....
169003	Ogden and Silver Bow, Mont.	Oregon Short Line R. R. Co.	390.25	158.18	61,729.74	8.06	.....	.....	.....	.....
169004	West Jordan and Bingham Canyon.	Rio Grande Western Rwy. Co.	14.95	42.75	639.11	7	.....	.....	.....	.....

	Oregon Short Line R. Co.	38.90	42.75	1,603.82	6
Salt Lake City and Stokton. Vacant.....	Oregon Short Line R. Co.	38.90	42.75	1,603.82	6
Casco Junction and Preston Echo City and Park City....	do Co.	42.77 28.32	46.69 47.88	2,852.33 1,555.96	14 7
Colton and Schofield	Rio Grande Western Rwy. Co.	16.35	42.75	688.97	6
Nephi and Moroni.....	San Pete Valley Rwy. Co....	24.17	46.17	1,115.92	7
Lodi Junction (n. o.) and Silver City.....	Oregon Short Line R. Co.	54.18	42.75	2,316.19	7
and Ennska.....	do	3.31	42.75	141.50	7
Salt Lake City and Park City..	Utah Central Rwy. Co.....	32.50	47.03	1,529.47	7.77
Thistle and Salina	Rio Grande Western Rwy. Co.	87.40	70.11	6,127.61	7
Springville and Silver City.....	do	45.58	.....	1,700.00	6
Vacant.....	San Pete Valley Rwy. Co....	19.50	.....	760.00	6
Moroni and Manti	do	11.41	.....	800.00	6
Fairfield Station (n. o.) and Mercur.....	Salt Lake and Merour R. R. Co.	1.76	42.75	75.24	7
Mammoth Junction (n. o.) and Robinson.....	Oregon Short Line R. R. Co.	37.44	42.75	1,600.56	6
Selma and Belknap Station (n. o.).....	Rio Grande Western Rwy. Co.	1,454.58	.....	164,424.09	.....
IDAHO.	.....	.....	.....	.....	.....
Shoshone and Ketchum.....	Oregon Short Line R. R. Co.	70.14	56.43	3,958.00	6
Hauzer and Coeur d'Alene... Wallace and Burke	Northern Pacific Rwy. Co.. do	13.66 6.89	42.75 42.75	583.96 234.54	6 6
Nampa and Boise	Oregon Short Line R. R. Co.	20.18	50.37	1,621.85	14
Teton, Wash., and Wallace Teton.....	Oregon R. R. and Naviga- tion Co.	80.28	80.37	6,452.90	7
Vacant.....	do .....	.....	.....	.....	.....
Pullman Junction (n. o.), Wash., and Jillaetta.....	Northern Pacific Rwy. Co....	38.12	67.55	2,575.00	7
WASHINGTON.	.....	.....	.....	.....	.....
Portland and Tacoma	Northern Pacific Rwy. Co....	144.80	173.05	25,057.64	14.80
Seattle and Newcastle.....	Columbia and Puget Sound R. R. Co.	18.89	42.75	807.54	6
Olympia and Tenino	Port Townsend Southern R. R. Co.	16.53	46.17	763.19	7
Walla Walla and Wallula....	Oregon R. R. and Naviga- tion Co.	32.27	152.19	4,911.17	7
All land grant	.....	.....	.....	.....	.....

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1897.—Continued.

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	WASHINGTON—continued.		Miles.	Dollars.	Dollars.		Miles.	Dollars.	Dollars.		Land grant.
171005	Tacoma and Cascade Junction (n. o.).	Northern Pacific Rwy. Co.	20.40	142.96	5,135.83	22.89					
	Cascade Junction (n. o.) and Carbonado.		7.82	178.70							
171008	LaCrosse and Moscow, Idaho.	Oregon R. R. and Navigation Co.	64.22	98.33	6,314.75	8.18					
171007	Renton and Franklin.....	Columbia and Puget Sound R. R. Co.	22.26	42.75	951.61	7					
171008	Walla Walla and Dayton.....	Oregon R. R. and Navigation Co.	38.66	129.96	5,024.25	9.33					
171009	Vallula and Missoula, Mont.	Northern Pacific Rwy. Co.	419.68	151.84	63,724.21	8.32					All land grant.
171010	Holles Junction (n. o.) and Riparia.	Oregon R. R. and Navigation Co.	31.31	139.37	4,863.67	7					Do.
171011	Pasco and Cascade Junction	Northern Pacific Rwy. Co.	227.91	143.64	32,736.99	7					
171012	Seattle and Meeker Junction (n. o.).	Northern Pacific Rwy. Co.	30.60	211.19	6,462.41	28					
171013	Vacant.										
171014	Starbuck and Pomeroy.....	Oregon R. R. and Navigation Co.	31.02	42.75	1,828.10	6					
171015	Marshall and Genesee, Idaho.	Northern Pacific Rwy. Co.	104.28	83.79	8,735.94	6.70					
171016	Collax and Farmington.....	Oregon R. R. and Navigation Co.	27.50	129.11	3,560.53	7					
171017	Walla Walla and Pendleton, Ore.	.....do.....	48.66	45.32	2,206.63	6					
171018	Seattle and Northbend.....	Seattle and International Rwy. Co.	60.70	64.98	3,944.23	9.20					
171019	LaCrosse and Riparia.....	Oregon R. R. and Navigation Co.	24.63	137.66	3,390.56	7					
171020	Woodinville and Sumas City.	Seattle and International Rwy. Co.	102.05	68.40	6,980.23	11					
171021	Cheney and Conlee City.....	Northern Pacific Rwy. Co.	108.60	76.95	8,358.77	6					
171022	Farmington and Spokane.	Oregon R. R. and Navigation Co.	61.78	123.25	7,916.87	7					
171023	Spokane and Boundary.....	Spokane Falls and Northern Rwy. Co.	140.66	62.42	8,779.99	4.90					

171024	Blaine and F. and S. June tion (n. o.)	Fairhaven and Southern R. R. Co.	41.28	81.23	3,853.17	7				
171025	Hunts Junction (n. o.) and Dayton	Washington and Columbia River Rwy. Co.	86.96	53.87	4,684.53	7				
171026	New Kamiloche and Ka- milche.	Puget Sound and Grays Harbor R. R. and Trans- portation Co.	4.52	42.75	193.23	6				
171027	Winona and Selkoe Junc- tion (n. o.).	Oregon R. R. and Naviga- tion Co.	47.82	43.75	2,044.30	6				
171028	Vacant.	Northern Pacific Rwy. Co.	86.62	70.11	4,670.72	7				
171029	Centralia and Ocoosa.....	Seattle and Northern Rwy. Co.	83.50	51.30	1,718.55	7				
171030	Hamilton and Anascootes.....	Bellingham Bay and British Columbia R. R. Co.	23.84	89.78	2,140.35	10.50				
171031	New Whatcom and Sumas City.	Northern Pacific Rwy. Co.	44.05	78.66	3,464.97	7				
171032	Lake View and Gate City ...	Port Townsend Southern R. R. Co.	26.50	42.75	1,132.87	6				
171033	Port Townsend and Quilcene	Seattle and Montana Rwy. Co.	78.50	132.58	10,403.60	10.73				
171034	Seattle and Fairhaven and Southern Rwy. Junction	Northern Pacific Rwy. Co.	1.61	42.75	68.82	7				
171035	Vacant.	do	58.34	54.72	3,192.36	6				
171036	Cosmopolis Junction (n. o.)	do	6.73	42.75	287.70	6				
171037	Chehalis and South Bend.....	Great Northern Rwy. Co.	317.33	85.50	27,131.71	7				
171038	Edinmont and Farmington	Everett and Monte Cristo Rwy. Co.	16.69	3.42	57.07	3				
171039	Vacant.	do	42.57	42.75	1,819.86	3				
171040	Spokane and Everett Junc- tion (n. o.).	Northern Pacific Rwy. Co.	3.02		122.10	6				
171041	Everett and Hartford Junc- tion (n. o.).	Columbia and Red Moun- tain Rwy. Co.	8.09			6				
171042	Hartford Junction (n. o.)	do	2,698.96		277,934.06					
171043	Vacant.	do								
171044	Vacant.	do								
171045	Vacant.	do								
171046	Aberdeen Junction (n. o.)	Northern Pacific Rwy. Co.								
171047	Vacant.	do								
171048	Northport and Canadian Line (n. o.).	do								
173001	Portland and Ashland.....	Southern Pacific Co.	342.13	218.03	74,594.60	12.20				
173002	Portland and Corvallis.....	do	97.03	87.31	8,461.98	9				
173003	Umatilla and Huntington.....	Oregon R. R. and Naviga- tion Co.	218.12	264.20	57,627.30	7				

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1897.—Continued.

Num- ber of route.	State and terminl.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized mileage, railway post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
		OREGON—continued.									
173004	Portland and Dundee Jun- ction.	Southern Pacific Co	28.56	\$89.78	\$2,564.11	9.25					
173005	Portland and Wallula	Oregon R. R. and Naviga- tion Co.	214.17	247.10	\$3,921.40	9.47	186.95	50.00	9,347.50	1 line 60 feet.	Portland to Uma- tilla.
173006	Albany and Yreka	Oregon Central and Eastern R. R. Co.	84.07	77.81	6,541.43	6					
173007	Woodburn and Natron	Southern Pacific Co	92.92	42.75	3,972.53	8.30					
173008	Dundee and Airlie	do	50.56	64.98	3,285.38	9					
173009	Sheridan Junction (n. o.)	do	7.24	59.00	427.16	6					
173010	Albany and Lebanon	do	12.77	42.75	545.91	12					
173011	Heppner Junction (n. o.) and Heppner.	Oregon R. R. and Naviga- tion Co.	45.80	57.29	2,623.88	6					
173012	LaGrande and Elgin	do	21.39	43.74	1,042.54	6					
173013	Albany and Detroit	Oregon Central and Eastern R. R. Co.	56.43	42.75	2,396.63	6					
173015	Medford and Jacksonville	Rogue River Valley Rwy. Co.	6.66	44.46	296.10	14					
173016	Hunts Junction (n. o.) and Pendleton.	Washington and Columbia River Rwy. Co.	40.54	42.75	1,733.08	7					
173017	Baker City and McEwen	Sumpter Valley Rwy. Co.	25.96	55.58	1,442.85	6					
173018	McEwen and Sumpter	do	6.91	56.43	388.93	7					
173019	vacant	do									
173020	Astoria and Seaside	Seashore Road Co	19.27	42.75	823.79	6					
			1,369.53		221,663.45				28,767.50		
		NEVADA.									
175001	Virginia City and Reno	Virginia and Truckee R. R. Co.	52.58	103.46	5,439.92	14					
175002	Palisade and Eureka	Eureka and Palisade R. R. Co.	84.88	42.65	3,626.62	8					
175003	Battle Mountain and Austin	Nevada Central R. R. Co.	94.11	42.75	4,023.20	8					
175004	Mound House and Keeler, Cal.	Carson and Colorado Rwy. Co.	238.04	61.56	18,086.54	4.53					

[illegible]

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1897—Continued.

Num- ber of route.	State and termini.	Title of company.	Length of route. Miles.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation. Dollars.	Aver- age num- ber of tri- ps per week.	Author- ized mileage for railway post- office cars.	Pay per mile for railway post- office cars. Dollars.	Annual rate of pay for railway post- office cars. Dollars.	Lines of rail- way post-office cars author- ized.	Remarks.
CALIFORNIA—continued.											
176021	Santa Cruz and Pajaro (n. o.)	Southern Pacific Co.	20.87	54.72	1,142.00	20					
176022	Davisville and Tehama	do	111.76	128.25	14,337.06	7.63					
176023	Galt and Jones	do	27.88	61.56	1,716.28	7					
176024	West Oakland Station (n. o.) and Berkeley.	do	5.20	85.50	444.60	46					
176025	San Francisco and San Quentin.	North Pacific Coast R. R. Co.	21.82	47.88	1,044.74	25					
176026	San Francisco and Alameda.	Southern Pacific Co.	11.37	69.26	787.48	37					
176027	Fulton and Guerneville.	San Francisco and North Pacific Rwy. Co.	18.40	42.75	638.35	14					
176028	San Francisco and Sacra- mento.	Southern Pacific Co.	140.14	153.05	21,448.42	18.47					103.88 miles aided, 30.31 miles non- aided.
176029	Niles and San Jose.	do	18.50	91.49	1,692.56	35					17.54 miles aided, 0.96 mile nonaided.
176030	Pacific Grove and Castroville.	do	19.55	87.21	1,704.95	12					
176031	San Francisco and Santa Cruz.	do	83.07	104.31	8,665.03	15.60					
176032	Port Costa and Goshen.	do	208.00	214.61	44,767.64	18	208.47	40.00	8,338.80	1 line 50 feet.	11.09 miles aided, 197.51 miles non- aided.
176033	East Riverside and River- side.	Southern California Rwy. Co.	3.90	129.11	503.52	26					All land grant.
176034	Gilroy and Tres Pinos.	Southern Pacific Co.	20.92	40.36	840.29	14					
176035	Peters and Oakdale.	do	19.70	68.40	1,396.44	6					
176036	Legnano and S. V. R. R. (n. o.)	San Francisco and North Pacific Rwy. Co.	7.68	43.16	331.46	13					
176037	National City and Los An- geles (n. o.)	Southern California Rwy. Co.	49.54	136.80	6,777.07	14					
176038	Goshen and Alameda.	Southern Pacific Co.	60.93	40.36	2,459.13	7.75					Do.
176039	Junction (n. o.) and Glen Ellen.	San Francisco and North Pacific Rwy. Co.	18.82	42.75	804.55	7					
176040	San Luis Obispo and Los Olivos.	Pacific Coast Rwy. Co.	66.82	70.97	4,742.21	7					
176041	San Luis Obispo and Port Harford.	do	11.43	83.79	957.71	7					
176042	Mojave and Needles.	Atlantic and Pacific R. R. Co.	240.68	148.43	35,724.13	8.50					Do.

C.—Railroad Mail Service and railway post-office cars as in operation June 30, 1897.—Continued.

Num- ber of route.	State and terminl.	Title of company.	Length of route.	Pay per mile for trans- porta- tion.	Annual rate of pay for trans- portation.	Aver- age num- ber of trips per week.	Author- ized miles, per post- office cars.	Pay per mile for railway post- office cars.	Annual rate of pay for rail- way post- office cars.	Lines of rail- way post-office cars author- ized.	Remarks.
	CALIFORNIA—continued.		Miles.	Dollars.	Dollars.		Miles.	Dollars.	Dollars.		
176079	Riverside and San Bernar- dino.	Southern Pacific Co.	12.20	43.61	532.04	28					
176080	Los Angeles and Redondo.	Redondo Rwy. Co.	17.76	42.75	759.24	6					
176081	Crafton and Marysville.	Southern Pacific Co.	23.41	42.75	1,214.52	7					
176082	Los Angeles and Long Beach.	Los Angeles Terminal Rwy. Co.	21.97	42.75	939.21	14					
176083	San Diego and Foster.	San Diego, Cuyamaca and Eastern R. R. Co.	26.21	49.59	1,299.75	12					
176084	Brynawr and Crafonville.	Southern Pacific Co.	7.00	42.75	299.25	9.25					
176085	Goffs (n. o.) and Marvel.	California Eastern Rwy. Co.	29.44	42.75	1,253.56	6					
176086	Santa Margarita and San Luis Obispo.	Southern Pacific Co.	17.55	108.59	1,905.75	7					Agreement.
176087	San Diego and La Jolla.	San Diego, Pacific Beach and La Jolla Rwy. Co.	16.35		400.00	6					
176088	Vacant.										
176089	Pasadena and Altadena.	Los Angeles Terminal Rwy. Co.	6.18	42.75	264.19	6					
176090	Cuba and Clairville.	Sierra Valley Rwy. Co.	30.70		1,312.42	6					Do.
176091	Bassett (n. o.) and Pomona.	Southern Pacific Co.	17.99		769.06	6					Do.
176092	Elsinore Junction (n. o.) and Elsinore.	Southern California Rwy Co.	2.48	42.75	106.02	12					
176093	San Luis Obispo and Guada- loupe.	Southern Pacific Co.	25.48	42.75	1,089.27	6					
176094	Anaheim Station (n. o.) and Los Alamitos.	do	9.30	42.75	397.57	6					
176095	Santa Monica and Port Los Angeles.	do	3.78	42.75	161.59	6					
			4,939.48		987,724.10				184,298.40		

D.—Steamboat service in operation on June 30, 1897.

No. of route.	State and termini.	Name of contractor.	Annual pay.	Length of route.	Trips per week.	Remarks.
	MAINE.		Dollars.	Miles.		
1080	Boston to Castine.....	Boston and Bangor Steamship Co., William H. Hill, president.	800.00	188	6	June 25 to Sept. 7, 1897.
1082	Portland to Peak Island.....	C. W. T. Goding.....	800.00	3.20	12	3 months.
1083	Bemis to Haines Landing.....	F. C. Barker.....	297.38	15	6	9 months.
1084	Rangely to Indianrock.....	Luther Nile.....	203.25	8.38	12	14 months.
1086	Greenville to Kineo.....	John H. Eveleth.....	498.00	20	6	3 months.
1086	Boston to Eastport.....	J. B. Colegrove.....	600.00	250	6	44 months.
1087	Portland to Eastport.....	do.....	1,500.00	180	4	May 16 to Nov. 15 in steamboat, and star from Nov. 16 to May 15.
1088	Portland to Cousins Island.....	Freeport Steamboat Co., H. B. Soule, manager.	200.00	9	1	24 months. July 1 to close of season, not later than Sept. 15.
1089	Orro Island to Portland.....	Isaiah Daniels.....	1,400.00	21.53	6	Apr. 1 to Dec. 30.
1091a	Bath to Popham Beach.....	John H. Stacey.....	190.00	12	12	2 months.
1091	{ Bath to Boothbay Harbor { Wicasset to Boothbay Harbor	{ Eastern Steamboat Co., H. W. Swanton, treasurer.	{ 1,500.00	{ 15.02 15.25	{ 6 6	{ 10 months. June 18 to Sept. 15, 1897.
1092	North Islesboro to Belfast.....	Frenchmans Bay Steamboat Co., H. P. Jones, agent.	500.00	11	12	8 months.
1095	Rockland to Greens Landing.....	Boston and Bangor Steamship Co.....	310.00	23.25	6	9 months.
1096	Vinalhaven to Rockland.....	William S. White.....	666.67	15	12	June 25 to Sept. 5, 1897.
1097	Rockland to Swans Island.....	Frenchmans Bay Steamboat Co., H. P. Jones, manager.	1,765.86	14	6	10 months.
1098	Bar Harbor to Mount Desert Ferry.....	Henry F. Dowst.....	2,500.00	13	12	3 months.
1099	Bar Harbor to Winter Harbor.....	Winter Harbor Steamboat Co., C. S. Warden, president.	416.00	7	18	3 months.
1100	Eastport to Lubec.....	Bion M. Pike.....	380.00	3	12	84 months.
	NEW HAMPSHIRE.					
2098	Georges Mills to Lake Sunapee Station (n. o.).	Woodman Steamboat Co., John Tyler, president.	14,609.37	848.26	6	From June 16 to Sept. 15.
2100	The Weirs to Wolfboro.....	Winthrop Steamboat Co., John F. Webster, treasurer.	142.50	15	6	From June 1 to Oct. 20.
			933.33	40		
			1,075.83	55		

a New.

D.—Steamboat service in operation on June 30, 1897—Continued.

No. of route.	State and termini.	Name of contractor.	Annual pay.	Length of route.	Trips per week.	Remarks.
MASSACHUSETTS.						
4086	Vineyard Haven to railroad station (n. o.).	F. S. Gray.....	Dollars. 400.00	Miles. 7.50	18	4 months.
4087	New Bedford to Nonquitt.....	George A. Bourne.....	800.00	6.50	13	4 months.
4088	New Bedford to Cuttyhunk.....	F. S. Gray.....	1,700.00	14	{ 6 }	{ 3 months. 9 months.
4089	Woodsholl to Nantucket.....	{New Bedford, Marthas Vineyard and Nantucket Steamboat Co., E. F. Pierce, treasurer.	{ 7,875.00 }	{ 34 }	{ 12 }	{ 6 months. 6 months.
4100	New Bedford to Edgartown.....	do.....	3,000.00	30	6	The year round on 30 miles; 19 additional trips per week from June 26 to Sept. 10, on 23.50 miles.
RHODE ISLAND.						
5099	Block Island to Newport.....	Lemuel A. Dodge.....	2,668.00	30	{ 6 }	{ 4 months. 3 months.
5100	Newport to Wickford Junction (n. o.).	{Newport and Wickford R. R. and Steamboat Co., A. S. Sherman, treasurer.	{ 9,000.00 }	{ 15 }	{ 25 }	{ 5 months. 7 months.
NEW YORK.						
7080	Sag Harbor, to New London, Conn.....	Long Island and New London Steamboat Co., Samuel Griffin, president, Sag Harbor, Suffolk County, N. Y.	1,296.00	35.25	12	3 months.
7091	Fishers Island, to New London, Conn.	{Fishers Island Navigation Co., Edmund M. Ferguson, president, Fishers Island, Suffolk County, N. Y.	{ 1,200.00 }	{ 8.60 }	{ 12 }	{ 4 months. 8 months.
7092	Clayton to Alexandria Bay.....	{Howard S. Rolger, Clayton, Jefferson County, N. Y.	{ 1,400.00 }	{ 17.25 }	{ 19 }	{ 24 months; \$200 per month. 44 months.
7093	Port Henry, to Chimney Point, Vt.....	{The Port Henry Steam Ferry Co., H. B. Willard, secretary and treasurer, Port Henry, Essex County, N. Y.	{ 347.00 }	{ 2.50 }	{ 6 }	{ 9 months; \$7.54 per round trip. 7 months; \$14 per round trip. 24 months.
7094	Plattsburg, to Burlington, Vt.....	J. B. Colegrove, Washington, D. C.....	1,764.36	25.50	6	9 months; \$7.54 per round trip.
7095	{Lake George to Fort Ticonderoga (n. o.).	{Lake George Navigation Co., H. S. Stebbins, manager, Hammondsport, Steuben County, N. Y.	{ 1,750.00 }	{ 44.25 }	{ 6 }	{ 24 months. 9 months; \$3 per round trip.
7098	Penn Yan to Hammondsport.....	Brooklyn Annex, David Butterfield, president, Brooklyn, Kings County, N. Y.	702.00	23	6	
7100	Brooklyn to Jersey City, N. J.....	do.....	3,000.00	3	36	
			11,456.36	158.35		

	MARYLAND.	Norfolk and Washington, Steamboat Co. Baltimore, Chesapeake and Atlantic Railway Co. The Weems Steamboat Co. of Baltimore City. Thomas Adams Eastern Shore Steamboat Co. Tolchester Steamboat Co. Maryland Steamboat Co. Baltimore, Chesapeake and Richmond Steamboat Co. do Maryland Steamboat Co., of Baltimore. Weems Steamboat Co. of Baltimore City. Chester River Steamboat Co. do	7 3 2 1 6 6 3 3 3 6 2 2 2 3 3 3	\$5 per round trip. June 1 to Dec. 31. The additional service is, 1 trip a week from Baltimore to Leonardtown, Md., and 1 trip a week from Baltimore to Kinsale, Va. Jan. 1 to May 31, with 2 trips a week on part of route, June 1 to Dec. 31. To Crisfield, 115 miles; and 2 residue, 123.50 miles, May 1 to Dec. 31, 2 to Crisfield, 115 miles, and 1 residue; June 1 to Sept. 15, Mar. 1 to Dec. 31, Apr. 1 to Feb. 28, May 1 to Nov. 30, Dec. 1 to Feb. 28,	197 155 271.25 29.50 238.50 28 141 211.50 147 208.37 120.50 63 30 1,838.62 27.50 35.91 38.55 13.25 9.44 191.62 63.75 129.25 277.25	To Tappahannock, 63.50 miles; 4 residue; 213.75 miles.
	VIRGINIA.	H. G. Bayton. Old Dominion Steamship Co. Alexander J. Cassatt Chesapeake and Ohio Railway Co. E. Parr Baltimore Steam Packet Co. Old Dominion Steamship Co. Edward F. Barry Weems Steamboat Co., of Baltimore City.	6 6 13 14 6 6 3 3 2	July 1 to Oct. 31. Nov. 1 to June 30.	21,079.74 1,850.00 1,398.62 14,971.62 4,000.00 9,944.00 9,900.00 1,200.00 4,000.00 6,624.00	
	NORTH CAROLINA.	William L. Arrington. M. E. King, manager steamer Nonesuch. M. J. Bary George Walter Harney. M. J. Boyd William S. Cook	12 3 4 6 6 2		470.00 1,000.00 1,573.00 1,365.00 1,288.00 600.00 6,301.00	

D.—Steamboat service in operation on June 30, 1897—Continued.

No. of route.	State and termini.	Name of contractor.	Annual pay.	Length of route.	Trips per week.	Remarks.
	SOUTH CAROLINA.		<i>Dollars.</i>	<i>Miles.</i>		
23066	Mullethall to Charleston.	H. D. Bulwinkle.	400.00	25	2	
23067	Edisto Island to Young Island.	W. E. Travis.	700.00	10	6	
23068	Charleston to Wando.	N. Nelson.	200.00	16	6	
23069	Charleston to Moultrieville.	M. J. Boyd.	1,067.00	6.50	14	
23100	Georgetown to Bucksville.	do.	1,093.00	53	3	
			3,460.00	110.50		
	GEORGIA.					
21099	Brunswick to Cumberland.	W. M. Tupper and H. H. Raymond.	1,200.00	22	6	
21100	Brunswick to St. Simons Mills.	M. J. Boyd.	1,087.00	13	13	
			2,287.00	34		
	FLORIDA.					
23063	St. Andrews Bay to Wetappo.	David M. Witherill.	1,047.00	29.50	6	
23064	Bayhead to St. Andrews Bay.	Frank H. Ware.	1,100.00	19.87	6	
23065	Eau Gallie to Narban.	Walter J. Neabitt.	1,285.44	86.88	3	
23067	West Palmbeach to Juno.	M. J. Boyd.	840.05	11.50	6	
23068	Myers to Thompson.	do.	567.00	44	3	
23069	Punta Gorda to Myers.	B. H. Colegrove.	3,150.00	76	3	8 months.
23090	Port Tampa to Havana, Cuba.	Henry B. Plant.	55,870.00	337	9	4 months.
23091	Port Tampa to Ellenton.	M. Woodville.	2,999.00	40.50	3	5 months.
23092	Palatka to Drayton Island.	J. F. Brown.	2,389.00	42	2	7 months.
23094	Palatka to Picolata.	Fannie L. Gardner.	1,542.00	33.50	6	
23095	Jacksonville to Orange Lake.	Charles E. Garner.	2,475.00	84.50	6	
23096	Jacksonville to New Berlin.	M. J. Boyd.	787.00	15	6	
23097	Fernandina to St. Marys, Ga.	Benjamin Cook.	736.37	12	2	
23098	Jola to Wevahlitchka.	M. J. Boyd.	1,800.00	15.50	6	
23099	Chattahoochee to Apalachicola.	Edward Augustus Shepherd.	5,790.00	132.50	3	
23100	Freeport to Port Washington.	M. J. Boyd.	6,677.00	12	6	
			82,784.86	892.25		

24099	ALABAMA. Mobile to Batles.....	John A. Alexander.....	2,100.00	23.75	7
25099	MISSISSIPPI. Yazoo City to Belzona.....	Yasooand Tallahatchie Transportation Co.	990.00	63.50	3
26100	.....	Pottevent and Favre Lumber Co.....	1,387.00	21.50	6
			2,377.00	85.00	
27100	TENNESSEE. London to Kingston.....	Washington E. Rose.....	572.00	32.50	6
28098	KENTUCKY. Danville, Tenn., to Savannah, Tenn....	Tennessee River Packet Co., J. K. Barlow, president.	2,893.26	119.75	3
29099	.....	Louisville to Evansville, Ind.....	13,500.00	207.40	6
29100	.....	William W. Hite, president. John Gilbert.....	10,000.00	150.50	6
			26,393.26	477.65	
37001	MICHIGAN. Ludington to Milwaukee, Wis.....	Flint and Pere Marquette R. R. Co., S. T. Crapo, general manager.	2,745.00	96	6
37002	.....	Henry M. Sherman and Robert A. Miller....	1,357.20	32.75	3
37003	.....	George T. Arnold.....	1,575.00	114	3
37004	.....	W. D. Murray.....	190.00	22.50	6
37005	.....	Henry J. Webb.....	153.00	23.50	6
37006	.....	L. R. Boynton, manager Island Transpor- tation Co.....	466.67	7	21
37008	.....	John Mulcrone.....	1,785.00	6	7
37009	.....	John Hastings.....	83.50	15	6
			8,330.37	322.75	
39001	WISCONSIN. Milwaukee to Grand Haven, Mich.....	Crosby Transportation Co., E. G. Crosby, general manager.	1,830.00	87.25	6
39003	.....	W. Vernon Booth.....	910.00	43	3
			2,740.00	129.25	
41001	MINNESOTA. Two Harbors to Grand Marula, Wis....	W. Vernon Booth.....	1,056.00	89	2

From May 1 to Nov. 30, 1897.

During season of navigation.

Do.

May 1 to Oct. 31 of each year.

Do.

July 1 to Sept. 30 of each year.

When practicable.

May 1 to Oct. 31, 1897.

Apr. 1 to Oct. 31 of each year.

May 1 to Nov. 30 of each year

May 15 to Oct. 31 of each year.

D.—Steamboat service in operation June 30, 1897—Continued.

No. of route.	State and termini.	Name of contractor.	Annual pay.	Length of route.	Trips of per week.	Remarks.
	MISSOURI.					
45099	Calro, Ill., to Memphis, Tenn.....	B. G. Lee.....	Dollars. 2,548.00	Miles. 2.61	1	\$49 per round trip.
	ARKANSAS.					
47095	Arkansas City (St. L., I. M. & S. R. R. Sta.) to Huntington, Miss. (Y. & M. R. R. Sta.).....	Charles L. Wilkerson and J. M. Whitehill.....	313.00	1.50	6	
47096	Arkansas City to Greenville, Miss.....	Frank L. Lyon.....	2,000.00	40	3	
47097	Memphis, Tenn., to Ashport, Tenn.....	Baylis Goodlett Lee.....	7,392.00	135	3	
47098	Memphis, Tenn., to Helena.....	do.....	5,899.00	124	3	
47099	Memphis, Tenn., to Arkansas City.....	James H. Rees.....	9,000.00	241.75	2	
47100	Greenville, Miss., to Vicksburg, Miss.....	Justus I. Mulholland.....	7,400.00	182.50	3	
	LOUISIANA.					
48090	Lakeside to Mermentau.....	Frank P. Blackburn.....	800.00	30.25	6	
48091	Buras to Port Eads.....	M. P. Florane.....	3,800.00	35.50	6	
48092	Akers to Port Vincent.....	W. A. Muir.....	3,340.00	52.50	3	
48093	Lake Charles to Cameron.....	W. H. Cline.....	2,305.00	53	3	
48094	Greenville to Todley.....	J. N. Thomas.....	2,345.00	50	3	
48095	Wachet, Miss., to Vicksburg, Miss.....	Thomas Reber.....	9,500.00	132	6	
48096	Natchez, Miss., to Bayou Sara.....	Thomas Prince.....	9,000.00	122.50	3	
49100	Baton Rouge to Bayou Sara.....	John H. Messop.....	2,920.00	40	6	
	TEXAS.					
50099	Austin to Lakewood.....	Edward Paggi.....	29,805.00	525.75	6	June 1 to Aug. 31. 2 Sept. 1 to May 31.
	WASHINGTON.					
71072	Friday Harbor to New Whatcom.....	Andrew Newhall.....	1,200.00	66	3	
71073	Anacortes to Sanibel.....	C. F. Mitchell.....	338.00	8	3	
71074	Port Townsend to Coupeville.....	R. S. Smith.....	587.00	7	6	
71077	Olympia to Olympia.....	Walter Axtell.....	200.00	22	2	
71078	Astoria to Grays River.....	John Pickernell.....	870.00	22	2	
71079	Anacortes to Friday Harbor.....	Edward P. Newhall.....	1,888.00	29.12	3	
71080	Farlieven to Beaulieu.....	Walter Still.....	1,800.00	13	3	
71081	Seattle to New Whatcom.....	Pacific Navigation Co., J. M. Ashton, president.....	600.00	99	6	One way only.

D.—Steamboat service in operation on June 30, 1897.

No. of route.	State and terminl.	Name of contractor.	Annual pay.	Length of route.	Trips per week.	Remarks.
	MAINE.		Dollars.	Miles.		
1080	Boston to Castine.....	Boston and Bangor Steamship Co., William H. Hill, president.	800.00	138	6	June 25 to Sept. 7, 1897.
1082	Portland to Peak Island.....	C. W. T. Goding.....	800.00	3.20	12	8 months.
1083	Bemis to Haines Landing.....	F. C. Barker.....	297.39	15	12	9 months.
1084	Rangley to Indianbrook.....	Luther Niles.....	205.25	8.86	12	14 months.
1086	Greenville to Kineo.....	John H. Breleth.....	498.00	20	6	3 months.
1086	Boston to Eastport.....	J. B. Colegrove.....	660.00	250	4	4 months to Nov. 15 in steamboats, and star from Nov. 15 to May 15.
1087	Portland to Eastport.....	do.....	1,520.00	180	1	24 months, July 1 to close of season, not later than Sept. 15.
1088	Portland to Cousins Island.....	Freeport Steamboat Co., H. B. Soule, manager.	200.00	9	6	Apr. 1 to Dec. 30.
1089	Orrs Island to Portland.....	Isaiah Daniels.....	1,400.00	21.58	12	2 months.
1091a	Bath to Popham Beach.....	John H. Stacey.....	150.00	12	6	10 months.
1091	Bath to Boothbay Harbor.....	Eastern Steamboat Co., H. W. Swanton, treasurer.	1,500.00	15.92	6	June 15 to Sept. 15, 1897.
1092	North Islesboro to Belfast.....	Frenchmans Bay Steamboat Co., H. P. Jones, agent.	500.00	11	6	8 months.
1095	Rockland to Greens Landing.....	Boston and Bangor Steamship Co.....	310.00	23.25	12	3 months.
1096	Vinalhaven to Rockland.....	William S. White.....	666.87	15	6	June 25 to Sept. 5, 1897.
1097	Rockland to Swans Island.....	Frenchmans Bay Steamboat Co., H. P. Jones, manager.	1,765.86	14	12	10 months.
1098	Bar Harbor to Mount Desert Ferry.....	Henry F. Dowd.....	2,500.00	13	13	2 months.
1099	Bar Harbor to Winter Harbor.....	Winter Harbor Steamboat Co., C. S. Whelen, president.	416.00	10	6	9 months.
1100	Eastport to Lubec.....	Blon M. Pike.....	880.00	7	8	3 months.
	NEW HAMPSHIRE.					
2098	Georges Mills to Lake Sunapee Station (n. o.).	Woodcum Steamboat Co., John Tyler, president.	142.50	15	6	From June 16 to Sept. 15.
2100	The Weirs to Wolfboro.....	Winnepiscogee Steamboat Co., John F. Webster, treasurer.	933.33	40	6	From June 1 to Oct. 20.
			1,075.83	55		

a New.

E.—Regulation, screen, or other wagon service in operation June 30, 1897.

* Not under formal contract. † Collection and distribution wagon.

No. of route.	City or town.	Contractor.	Length.	Annual travel.	Annual pay.
			Miles.	Miles.	Dollars.
MAINE.					
201011	Lewiston and Auburn.....	J. L. Yaden.....	3.01	10,457.20	1,648
NEW HAMPSHIRE.					
202001	*Concord.....	P. Hackett.....	.47	5,132.40	900
202002	*Dover.....	T. Sherry.....	.88	3,683.44	750
			.85	8,965.84	1,650
VERMONT.					
203001	*Rutland.....	W. Gilman.....	.63	3,996.72	600
MASSACHUSETTS.					
204002	Boston.....	C. R. Skinner.....	9.83	107,822.96	37,000
204011	Fall River.....	J. L. Yaden.....	2	18,364	884
204012	Lowell.....	do.....	.58	6,997.12	962
204013	Springfield.....	do.....	.25	3,952.25	1,100
204014	Worcester.....	do.....	.55	11,601.20	1,997
			13.21	148,677.53	42,048
RHODE ISLAND.					
205001	Providence.....	E. Parr.....	2.99	8,910.72	2,760
CONNECTICUT.					
206011	Bridgeport.....	J. L. Yaden.....	1.05	4,904.64	1,487
206012	Hartford.....	H. C. Slavens.....	2.79	54,178.80	2,346
206013	New Haven.....	W. B. Catching.....	11.84	96,550	3,500
206014	Waterbury.....	E. Parr.....	1.63	5,440.72	1,389
			16.71	160,074.16	8,722
NEW YORK.					
207002	Buffalo.....	B. Frank Crouse.....	14.82	65,279.76	5,570
207003	New York.....	Utah, Nevada and California Stage Co.	339.93	1,258,008.80	192,000
207004	Brooklyn.....	E. A. Chilton.....	6.18	53,357.48	9,720
207005	† New York.....	G. G. Travis and J. H. Atwood.	3	8,589.12	4,800
207011	Albany.....	E. Parr.....	1.18	19,140.16	2,700
207012	Elmira.....	R. Y. Woodlief.....	3.05	31,714.80	1,722
207014	Rochester.....	Weed & Decker.....	6.17	91,862.16	3,000
207015	Syracuse.....	J. L. Yaden.....	1.82	38,241.84	1,987
207016	Troy.....	do.....	.12	2,620.80	1,625
207017	*Auburn.....	A. Meyer.....	1.02	3,486.40	673
			877.29	1,577,301.32	223,797
NEW JERSEY.					
209001	Jersey City.....	J. B. Colegrove.....	16.67	38,542.92	4,400
209011	Newark.....	J. L. Yaden.....	3.64	33,353.58	3,230
			20.31	131,896.50	7,630
PENNSYLVANIA.					
210001	Philadelphia.....	Utah, Nevada and California Stage Co.	54.53	86,674.33	47,432
210002	Pittsburg.....	E. Parr.....	11.42	52,009.52	11,300
210011	Allegheny.....	B. F. Dyer.....	5.34	102,384.88	2,540
210012	Erie.....	C. P. Haskins.....	3.25	82,786	1,680
210013	Harrisburg.....	J. L. Yaden.....	1.37	29,083.60	1,926
210014	*Easton.....	W. Otto.....	1.72	8,473.92	1,550
			77.63	311,412.25	66,498
DELAWARE.					
212011	Wilmington.....	E. Parr.....	4.88	8,122.20	1,140
MARYLAND.					
213001	Baltimore.....	E. Parr.....	40.35	109,741.68	18,700
213002	Washington, D. C.....	do.....	31.92	85,271	18,700
213003	*Do.....	D. L. Coon & Co.....	1.78	6,592.83	1,920
			74.05	201,605.51	39,320

E.—Regulation, screen, or other wagon service in operation June 30, 1897—Continued.

* Not under formal contract.

No. of route.	City or town.	Contractor.	Length.	Annual travel.	Annual pay.
VIRGINIA.					
214001	Richmond	J. Sweeney	<i>Miles.</i> 6.12	<i>Miles.</i> 9,644.96	<i>Dollars.</i> 2,985
214011	Norfolk	W. B. Catching	16.31	168,326.60	3,406
214012	Alexandria	J. E. Darling	1.39	5,808.92	906
214013	*Fredericksburg	E. W. Jones	1.08	3,167.84	480
			24.90	186,948.32	7,745
WEST VIRGINIA.					
216011	Martinsburg	J. S. Powell	2.40	6,536.40	525
NORTH CAROLINA.					
218011	Asheville	B. H. Colegrove	1.25	6,633.25	538
218012	Charlotte	do	2.62	7,909.92	638
218013	Greensboro	S. G. Proffit .....	.82	3,282.48	538
218014	Raleigh	E. A. Chilton .....	.28	1,339.52	567
218015	Wilmington	W. J. Meredith	2.33	2,904.44	744
			7.30	22,069.61	3,045
SOUTH CAROLINA.					
220011	Charleston	E. A. Chilton	6.87	8,703.72	1,773
220012	Columbia	B. H. Colegrove	1.91	9,051.78	629
220013	*Spartanburg	R. D. Blowers	1.45	2,620.80	490
220014	*Greenville	H. F. McCullough	1.49	4,261.92	675
			10.22	25,537.20	3,566
GEORGIA.					
221001	Atlanta	E. A. Chilton	2.34	10,167.96	1,890
221011	Americus	do .....	.72	1,834.56	477
221012	Augusta	S. G. Proffit .....	.87	2,215.20	666
221013	Macon	E. A. Chilton	8.33	20,042.80	1,073
221014	Rome	M. J. Boyd	1.25	3,809	537
221015	Savannah	J. P. Stewart	8.20	7,002.80	1,760
			11.71	35,071.82	6,383
FLORIDA.					
223011	Jacksonville	E. A. Chilton	1.75	9,711.75	1,542
223012	Tampa	J. P. Stewart .....	.48	1,884.48	490
			2.23	11,596.23	2,032
ALABAMA.					
224011	Mobile	E. A. Chilton .....	.53	2,307.76	683
224012	Montgomery	W. B. Catching .....	.59	4,663.36	550
224013	Selma	E. A. Chilton	1.65	4,463.16	579
			2.77	11,434.28	1,820
MISSISSIPPI.					
226011	Jackson	W. B. Catching .....	.87	2,251.08	529
226012	Vicksburg	E. A. Chilton	1.09	2,143.44	560
			1.46	4,394.52	1,089
TENNESSEE.					
227001	Memphis	J. P. Stewart	31.20	60,806.68	5,100
227002	Nashville	E. A. Chilton	1.88	9,447.36	1,942
227011	Chattanooga	J. P. Stewart	1.18	9,634.56	1,490
227012	Knoxville	W. B. Catching	8.30	7,293.62	928
			37.56	87,181.12	9,460
KENTUCKY.					
229001	Louisville	E. A. Chilton	9.50	23,960	6,090
229011	Lexington	do	2.29	10,112.96	1,062
229012	Paducah	do	2.70	7,106.32	977
			14.49	56,186.28	8,159

D.—Steamboat service in operation on June 30, 1897—Continued.

No. of route.	State and termini.	Name of contractor.	Annual pay.	Length of route.	Trips per week.	Remarks.
	SOUTH CAROLINA.		<i>Dollars.</i>	<i>Miles.</i>		
20096	Mullethal to Charleston.....	H. D. Bulwinkle.....	400.00	25	2	
20097	Edisto Island to Young Island.....	W. E. Travis.....	700.00	10	6	
20098	Charleston to Wando.....	N. Nelson.....	200.00	16	6	
20099	Charleston to Monticello.....	M. J. Boyd.....	1,037.00	6.50	14	
20100	Georgetown to Bucksville.....	do.....	1,093.00	53	3	
			3,460.00	110.50		
	GEORGIA.					
21099	Brunswick to Cumberland.....	W. M. Tupper and H. H. Raymond.....	1,200.00	22	6	
21100	Brunswick to St. Simons Mills.....	M. J. Boyd.....	1,037.00	12	12	
			2,237.00	34		
	FLORIDA.					
23083	St. Andrews Bay to Wetappo.....	David M. Withertill.....	1,047.00	29.50	6	
23084	Bayhead to St. Andrews Bay.....	Frank H. Ware.....	1,100.00	19.87	6	
23085	Eau Gallie to Nathan.....	Walter J. Neebitt.....	1,283.44	96.88	3	
23087	West Palmbeach to Juno.....	M. J. Boyd.....	840.05	11.50	6	
23088	Myers to Thompson.....	do.....	567.00	44	3	
23089	Punta Gorda to Myers.....	B. H. Colegrove.....	3,150.00	76	3	8 months.
23090	Port Tampa to Havana, Cuba.....	Henry B. Plant.....	55,670.00	337	6	4 months.
23091	Port Tampa to Ellenton.....	M. Woodville.....	2,999.00	40.50	3	5 months.
23093	Palatka to Prayton Island.....	J. F. Brown.....	2,399.00	42	2	7 months.
23094	Palatka to Picoletta.....	Fannie L. Gardner.....	1,542.00	83.50	6	
23095	Jacksonville to Orangeville.....	Charles E. Garner.....	2,475.00	54.50	6	
23096	Jacksonville to New Berlin.....	M. J. Boyd.....	787.00	15	6	
23097	Terranville to St. Marys, Fla.....	Benjamin Cook.....	736.37	12	2	
23098	Tea to Newauicheka.....	M. J. Boyd.....	1,350.00	15.50	6	
23099	Chattahoochee to Apalachicola.....	Edward Augustus Shephard.....	5,740.00	182.50	3	
23100	Freeport to Fort Washington.....	M. J. Boyd.....	677.00	12	6	
			82,784.86	892.25		

E.—Regulation, screen, or other wagon service in operation June 30, 1897—Continued.

* Not under formal contract.

No. of route.	City or town.	Contractor.	Length.	Annual travel.	Annual pay.
	MINNESOTA.		<i>Miles.</i>	<i>Miles.</i>	<i>Dollars.</i>
241001	Minneapolis	O'Brien & Kennedy	12.13	46,806.24	3,850
241002	St. Paul	H. W. Reichow	1.28	32,008.08	3,200
241011	Winona	W. E. Travis	2.33	8,501.48	1,430
241012	*St. Cloud	Coats & Freeman .....	.73	1,973.92	339
241018	*Duluth	H. C. Kendall .....	.21	131.04	144
			16.68	89,420.76	8,963
	IOWA.				
243007	*Cedar Falls	J. H. Riley .....	.87	1,000.48	600
243008	*Charles City	C. Wintersink	1.50	3,172	599
243009	*Sioux City	J. A. Frye .....	.24	149.76	240
243010	*Oskaloosa	J. Sipes	2.86	8,519.68	539
243011	Burlington	W. E. Travis .....	.68	4,409.60	950
243012	Cedar Rapids	do .....	.89	4,654	860
243018	Council Bluffs	E. A. Chilton	4.79	17,294.16	2,067
243014	Des Moines	J. P. Stewart	5.21	10,678.72	1,100
243015	Dubuque	E. A. Chilton	2.42	8,413.08	1,542
243016	Keokuk	J. P. Stewart .....	.64	6,656	940
243017	Ottumwa	I. Ryttenberg	3.63	10,520.64	1,200
			23.23	75,468.12	10,437
	MISSOURI.				
245001	Kansas City	E. A. Chilton	10.58	36,531.04	5,072
245002	St. Louis	Mason & Culp	36.96	92,386.84	16,789
245011	St. Joseph	J. P. Stewart	5.86	42,767.92	2,380
245012	Springfield	E. A. Chilton	5.64	12,128.16	1,044
			59.04	183,813.96	25,285
	ARKANSAS.				
247011	Little Rock	E. A. Chilton	1	10,088	1,372
247012	Texarkana	F. S. Smith	2.24	4,860.96	930
			3.24	14,948.96	2,302
	LOUISIANA.				
249001	New Orleans	R. Y. Woodlief	58.39	66,552.46	7,647
	TEXAS.				
250011	Dallas	J. B. Colgrove	2.12	11,386.96	1,747
250012	Fort Worth	H. A. Dixon	1.52	14,971.84	1,240
250013	*San Antonio	A. A. Brown	1.12	5,591.04	729
250014	*Sherman	A. Blake .....	.95	2,215.20	303
			5.71	34,165.04	4,100
	KANSAS.				
255011	Fort Scott	H. A. Dixon .....	.86	6,081.92	1,000
255012	Kansas City	W. O'Connell	5.96	15,138.24	1,896
255013	Leavenworth	A. A. Terry	6.34	13,109.20	1,587
255014	Topeka	E. A. Chilton	7.36	13,398.32	1,672
255015	Wichita	do	1.78	9,564.92	1,160
255017	*Emporia	J. O. Dair	1.09	2,966.08	550
			23.39	60,258.68	7,955
	NEBRASKA.				
257001	Omaha	L. C. Slavens, jr.	3.23	21,492.46	3,780
257011	Lincoln	E. A. Chilton	1.85	7,601.84	1,132
			5.08	29,184.30	4,912
	MONTANA.				
269011	Helena	E. A. Chilton	2.30	11,284	1,272
	UTAH.				
269011	Salt Lake City	E. A. Chilton	3.45	8,199.36	1,472

E.—Regulation, screen, or other wagon service in operation June 30, 1897—Continued.

No. of route.	City or town.	Contractor.	Length.	Annual travel.	Annual pay.
	WASHINGTON.				
271011	Seattle.....	R. Fraser.....	Miles. 8.31	Miles. 8,134.22	Dollars. 2,350
	OREGON.				
273011	Portland.....	P. H. Schulderman.....	19.58	25,329.85	6,000
	CALIFORNIA.				
276001	San Francisco.....	John Cross.....	11.01	31,537.76	5,000
276011	Los Angeles.....	A. P. Cross.....	38.21	41,858.62	5,490
276012	Oakland.....	H. A. Dixon.....	8.68	77,938.08	2,800
276018	Sacramento.....	E. A. Chilton.....	68	5,343.52	1,472
			58.58	156,677.98	14,262
	Total (171 routes).....		1,521.18	5,009,690.79	703,876

F1.—Electric and cable car mail service in operation June 30, 1897.

Route No.	State and terminl.	Corporate title of company carrying the mail.	Length. Miles.	Annual car miles.	Size of car.	Class of service.	Cost per mile trav-elled.	Annual rate of expendi- ture.	Motive power.	Remarks.
MAINE.										
301001	Springvale, Sanford.	Monsam River R. R. Co.	2.47	6,184.88	Ft. In.	Closed pouch	Cents.	Dollars.	Electricity.	
301002	Vacant.							111.94		
301003	Skowhegan, Norridgewock	Skowhegan and Norridgewock Electric R. R. and Power Co.	6.36	5,587.05		do		271.89	do	
301004	Portland, Cash's corner.	Portland and Cape Elizabeth Rwy. Co.	4.64	8,718.92		do		198.36	do	
301005	Portland, Willard.	do	4.33	8,112.96		do		195.10	do	
			17.80	26,598.81				767.39		
MASSACHUSETTS.										
304001	Boston, Station C (Brighton)	West End Street Rwy. Co.	8.25	32,514.38	15 7	Separate car.	11.68	8,799.32	Electricity	
304002	Boston, Station T (Roxbury)	do	2.79	19,925.46	15 7	do	11.68	2,228.29	do	
304003	Boston, Station P (North Cam-bridge)	do	6.39	29,525.08	15 7	do	11.68	3,450.90	do	
304004	Boston, Station U (Somerville)	do	10.12	22,834.42	15 7	do	11.68	2,672.90	do	
304005	Boston, Station K (Dorchester)	do	4.49	23,255.26	15 7	do	11.68	2,717.87	do	
304006	Boston, Station K, Station B	do	4.60	21,299.05	15 7	do	11.68	2,485.26	do	
304007	Boston, Boston (night circuit)	do	17.793.75	15 7	do	do	11.68	2,079.19	do	
304008	Northampton, Williamsburg	Northampton Street Rwy. Co.	8.63	21,609.52	9 0	Apartment car.	6.76	1,458.64	do	
304009	Conway, Conway Station	Conway Electric Street Rwy. Co.	5.14	12,830.56		Closed pouch		319.73	do	
304010	Vacant.									
304011	Worcester, Station B	Worcester Consolidated Street Rwy. Co.	2.15	6,877.85		do		91.91	do	
304012	Worcester, Station C	do	2.50	7,997.50		do		117.67	do	
304013	Worcester, Station E (Greendale)	do	3.25	10,396.75		do		133.93	do	
304014	New Bedford, Fall River	Dartmouth and Westport Street Rwy. Co.	13.93	43,600.90		do		595.50	do	
304015	Main Street Station, Greenfield, Turners Falls.	Turners Falls Street Rwy. Co.	4.49	14,341.06		do		430.23	do	
			76.73	284,821.54				22,584.84		
RHODE ISLAND.										
305001	Westerly, Watchhill	Pawcatuck Valley Street Rwy. Co.	6	4,404		Closed pouch		256.50	Electricity	From Apr. 21 to Oct. 20 each year only.

F¹.—Electric and cable car mail services in operation June 30, 1897.—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length.	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.	Remarks.
CONNECTICUT.										
306001	Hartford, South Glastonbury	Hartford Street Rwy. Co.	<i>Miles.</i> 9.56	20,082.28	<i>Ft. In.</i>	Closed pouch	<i>Cents.</i>	<i>Dollars.</i> 433.22	Electricity	
306002	Hartford, Unionville	Hartford Suburban Rwy. Co.	13.89	19,323.42		do		593.79	do	
306003	Norwich, Yantic	Norwich Street Rwy. Co.	4.91	6,147.52		do		209.80	do	
306004	Norwich, Norwich	do	4.11	12,964.39		do		182.72	do	
306005	Hartford, Manchester	Hartford, Manchester and Rockville Traction Co.	10.82	29,522.16		do		740.08	do	
306006	Windsor, Rainbow	Hartford Street Rwy. Co.	5.07	12,482.84		do		374.47	do	
			48.36	100,879.80				2,534.22		
NEW YORK.										
307001	City Line (n. o.), Williamsville.	Buffalo and Williamsville Electric Rwy. Co.	4.02	5,033.04		Closed pouch		171.86	Electricity	
307002	Brooklyn, Station M (Coney Island).	Atlantic Avenue R. R. Co. of Brooklyn	10.21	58,986.92		do		916.65	do	
307003	Brooklyn, Station F (Flatbush).	Brooklyn Heights R. R. Co.	3.47	23,148.87		do		154.28	do	
307004	Brooklyn, Station N (Fort Hamilton and Pitkin R. R. Station in o.).	Jameson Street Rwy. Co.	4.22	5,671.56		do		184.03	do	
307005	Brooklyn, Station N (Fort Hamilton).	Brooklyn Heights R. R. Co.	7.66	51,558.13		do		523.94	do	
307006	Cortland, McGrawville.	Cortland and Homer Traction Co.	5.50	10,329		do		249.26	do	
307007	Newburg, Walden.	Newburg Electric Rwy. Co.	11.56	20,087.96		do		494.19	do	
307008	Utica, New Hartford.	Utica Belt Line Street R. R. Co.	4.03	7,568.84		do		172.28	do	
307009	Utica, New York Mills.	do	4.00	7,512		do		171.00	do	
307010	Yorkville, Junction (n. o.), Whitesboro.	do	1.02	638.52		do		48.60	do	
307011	Port Dickinson, Union.	Binghamton R. R. Co.	11.73	22,028.04		do			do	Pay not fixed.
307012	Niagara Falls, Station A.	Niagara Falls and Suspension Bridge Rwy. Co.	2	11,162		do			do	Do.
307013	New York 194th street.	Third Ave. R. R. Co.	12.15	256,341.75	19 6	Trailer car	7.31	18,964.37	Cable	
307014	Brooklyn, Station E; Brooklyn Manhattan avenue and Box street.	Brooklyn Heights R. R. Co.	10.33	102,288.08	11 13	Apartment car	8.36	8,586.61	Electricity	
307015	Brooklyn (Station W), Station E.	Brooklyn, Queens Co. and Suburban R. R. Co.	4.50	49,351.08	11 13	do	8.36	4,188.84	do	
307016	Frederick, Dunkirk.	Dunkirk and Frederick R. R. Co.	3.50	23,966.50		Closed pouch		600.00	do	

313009	Baltimore, Station L (Roland Park), Substation No. 219 (St. Helens).	City and Suburban Rwy. Co.	12.23	75,331.22	15 3	.....do	11.43	8,610.35	.....do	
313010	Baltimore, Station A (Towson), Station G (Catonville).	.....do	16.32	107,454.36	15 8	.....do	11.43	12,282.03	.....do	
			64.97	355,325.74				35,251.44		
	VIRGINIA.									
314001	Alexandria, Arcurus	Alexandria and Mount Vernon Electric Rwy. Co.	6.23	7,674.76		Closed pouch		265.90	Electricity	
	WEST VIRGINIA.									
316001	Martins Ferry, Ohio, Benwood, W. V.	Wheeling Rwy. Co.	7.24	26,792.80		Closed pouch			Electricity	Pay not fixed.
316002	Huntington, Substation No. 1	Consolidated Light and Rwy. Co.	2	4,380		.....do		200.00	.....do	
			9.24	31,172.80				200.00		
	NORTH CAROLINA.									
318001	Pinehurst, Southern Pines Station (n. o.).	Pinehurst Electric Rwy.	7	5,544		Closed pouch			Electricity	Without compensation.
321001	Savannah, Isle of Hope.	Savannah, Thunderbolt and Isle of Hope Rwy. Co.	7.75	4,870.20		Closed pouch		331.41	Electricity	
	FLORIDA.									
323001	Tampa, Substation No. 2.	Consumers' Electric Light and Street Rwy. Co.	2.12	1,327.12		Closed pouch		90.68	Electricity	
	TENNESSEE.									
327001	Knoxville, Fountain City.	Fountain Head R. R. Co.	6.87	7,019.46		Closed pouch		242.89	Electricity	
327002	Memphis, Station B (Ezellville).	Citizens Street R. R. Co.	2.50	4,875		do		106.87	do	
327003	Memphis, Station E.	do	5.83	7,142.20		do		227.85	do	
327004	Nashville, West Nashville.	Citizens Rapid Transit Co.	4.31	5,585.76		do		184.25	do	
327005	Memphis, Lichen.	Citizens Street R. R. Co.	3.14	4,207.60		do		134.23	do	
	KENTUCKY.		20.95	28,830.02				885.59		
329001	Cincinnati, Ohio, Milldale.	Cincinnati, Newport and Covington Rwy. Co.	6.08	29,571.08		Closed pouch		405.47	Electricity	
329002	Cincinnati, Ohio, Newport Substation No. 1 (Fort Thomas).	do	7.07	12,422.94		do		802.24	do	
329003	Newport, Station A (Dayton), Covington.	do	4.92	10,985.30		do		210.33	do	
329004	Covington, Ludlow	do	2.66	3,330.32		do		113.71	do	
			20.73	56,300.64				1,031.75		

Ft.—Electric and cable car mail service in operation June 30, 1897—Continued.

Route No.	State and terminl.	Corporate title of company carrying the mail.	Length.	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expendi- ture.	Motive power.	Remarks.
			Miles.		Ft. In.		Cents.	Dollars.		
OHIO.										
331001	Newark, Granville.....	Newark and Granville Street Rwy. Co.	7.72	12,081.80	.....	Closed pouch.....	.....	330.03	Electricity..	
331002	Canton, Massillon.....	Canton Massillon Electric Rwy. Co.	8	10,016	.....	.....do.....	.....	342.00	.....do.....	
331003	Cincinnati, Carthage.....	Cincinnati Inclined Plane Rwy. Co.	7.84	21,409.81	.....	.....do.....	.....	422.34	.....do.....	
331004	Sandusky, Norwalk.....	Sandusky, Milan and Norwalk Electric Rwy. Co.	17.27	48,611.24	.....	.....do.....	.....	812.20	.....do.....	
331005	Cleveland, Euclid.....	Cleveland Electric Rwy. Co.	10.66	41,085.69	.....	.....do.....	.....	756.54	.....do.....	
331006	Cleveland, Substation No. 1.....	.....do.....	5.37	17,223.38	.....	.....do.....	.....	381.10	.....do.....	
331007	Cleveland, Substation No. 6.....	.....do.....	4	11,595.28	.....	.....do.....	.....	321.48	.....do.....	
331008	Cleveland, Station C.....	Cleveland City Rwy. Co.	2.51	18,205.39	.....	.....do.....	.....	218.89	.....do.....	
331009	Cleveland, Willard.....	.....do.....	4.76	9,339.12	.....	.....do.....	.....	272.70	.....do.....	
331010	Cleveland, Willard.....	.....do.....	6.76	8,895.92	.....	.....do.....	.....	288.99	.....do.....	
331011	Piquette, Troy.....	Miami Valley Rwy. Co.	9	16,902	.....	.....do.....	.....	384.75	.....do.....	
331012	Euclid, Lorain.....	Lorain Street Rwy. Co.	9.30	40,752.60	.....	.....do.....	.....	397.57	.....do.....	
331013	Columbus, Blandon.....	Columbus Central Rwy. Co.	11.19	14,009.88	.....	.....do.....	.....	612.31	.....do.....	
331014	Cincinnati, Substation No. 3.....	Columbus Street Rwy. Co.	8.05	13,869.28	.....	.....do.....	.....	344.13	.....do.....	
331015	Cincinnati (Station D), Hyde Park.....	Cincinnati Street Rwy. Co.	3.02	4,095.12	.....	.....do.....	.....	129.10	.....do.....	
331016	Cincinnati (general post-office, general post-office ).....	.....do.....	12.55	31,425.20	15 6	Separate car.....	11.62	3,651.60	.....do.....	
331017	Cincinnati, Station A, Station K (College Hill).....	.....do.....	3.23	7,997.48	.....	Closed pouch.....	.....	188.08	.....do.....	
331018	Youngstown Substation No. 2 (Brier Hill), Substation No. 1 (Blossburg).....	Youngstown Street Rwy. Co.	3.93	10,249.44	.....	.....do.....	.....	168	.....do.....	
331019	Dayton, National Military Home.....	The People's Rwy. Co.	3.82	7,053.94	.....	.....do.....	.....	189.43	.....do.....	
331020	Cincinnati, Station D (Walnut Hill).....	Cincinnati Street Rwy. Co.	2.22	499.26	.....	.....do.....	.....	150	.....do.....	
			141.20	344,497.77				10,311.24		
ILLINOIS.										
335001	Moline, Milan.....	Davenport and Rock Island Rwy. Co.	8.51	7,518.26	.....	Closed pouch.....	.....	383.80	Electricity..	
335002	Peoria, North Peoria.....	Central Rwy. Co.	2.02	2,529.04	.....	.....do.....	.....	86.35	.....do.....	
335003	Chicago, Station E.....	West Chicago Street R. Co.	4.97	85,257.18	20 10	Trailer car.....	7.50	2,638.10	Cable.....	Pay for 20 feet only.

F¹.—Electric and cable car mail service in operation June 30, 1897—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length.	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.	Remarks.
	MONTANA.									
363001	Boseman, Northern Pacific R. R. Station.	Gallatin Light, Power, and Rwy. Co.	Miles. 1.12	1,635.20	Ft. in.	Closed pouch	Cents.	Dollars. 419.00	Electricity	
	COLORADO.									
365001	Denver, University Park	Denver Consolidated Tramway Co.	7.81	14,488.42		Closed pouch		312.50	Electricity	
365002	Denver, Barnum	Denver, Lakewood and Golden R. R. Co.	5.19	6,949.09		do		221.87	do	
365003	Denver, Harman	Denver Consolidated Tramway Co.	4.16	5,208.32		do		177.84	do	
365004	Denver, Montclair	do	5.37	8,722.24		do		229.56	do	
365005	Denver, Elyria	do	4.94	8,697.64		do		211.18	do	
365006	Denver, Edgewater	do	3.02	7,174.81		do		154.75	do	
365007	Denver, Alcott	do	2.70	4,632.40		do		168.17	do	
365008	Denver, Station A	do	2.60	7,014.80		do		111.15	do	
	UTAH.							1,577.02		
369001	Salt Lake City, Murray	Salt Lake Rapid Transit Co	7.14	9,661.84		Closed pouch		300.00	Electricity	
	WASHINGTON.									
371001	Tacoma, Steinhilber City	Tacoma Rwy. Co.	14	15,362.04		Closed pouch		440.00	Electricity	
371002	Olympia, Temwater	Olympia Light and Power Co.	2.51	1,802.88		do		107.30	do	
371003	Tacoma, Midland	Tacoma Traction Co.	9.38	5,871.83		do		400.98	do	
371004	New Whatcom, Fairhaven	Fairhaven and New Whatcom Rwy. Co.	2.55	2,192.60		do		109.01	do	
371005	Ballard, Seattle (n. o.)	West Street and North End Electric Rwy. Co.	6	11,882		do		240.00	do	
371006	Tacoma (Substation No. 1), Homer Junction.	Tacoma Traction Co.	1.70	2,128.40		do		72.67	do	
	OREGON.							1,369.97		
372001	Portland, Vancouver (Wash.)	Portland Consolidated Street Rwy. Co.	8.10	17,897.46		Closed pouch		526.33	Electricity	

277002	Portland, Oregon City.....	East Side Rwy. Co.....	14.00	25,966.25	.....do.....	500.00	.....do.....
			22.10	43,883.71		1,026.33	
277001	Vacant.	Oakland, San Leandro and	16.83	33,357.06	Closed pouch.....	1,021.74	Electricity..
277002	Oakland, Southern Pacific depot at Hayward.	Haywards Electric Rwy., Consolidated					
277003	San Francisco (Station D), ter- minus Sdnyan street.	Market Street Rwy. Co.....	3.77	24,014.90	13 5	12.80	Cable.....
277004	San Francisco (Station D), Sixth avenue and Fulton street.	.....do.....	4.91	21,060.18	15 10	11.87	.....do.....
277005	San Francisco (Station D), Twenty-second street switch.	.....do.....	3.35	19,239.30	15 10	11.89	Electricity..
277006	San Francisco (Station B), Station G.	.....do.....	1.66	7,526.44		250.00	.....do.....
			30.52	105,237.98	Closed pouch.....	9,157.97	

F.—Electric and cable car mail service in operation July 1, 1897.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Single trips per day.	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
			Miles.	Miles.	Week days (300) Sundays (52) Holidays (7)				Cents.	Dollars.	Electricity.
MAINE.											
301001	Springvale, Sanford Springvale, Port. and Rock. R. R. Port. and Rock. R. R., Springvale. Port. and Rock. R. R., Sanford. Sanford, Port. and Rock. R. R.	Mousam River R. R.	2.51	.68 .83 1.83 1.83	4 4 4 4	6,184.88		Closed pouch		250.00	Electricity.
301002	Vacant.										
301003	Skowhegan, Norridgewock.	Skowhegan and Norridgewock Rwy. and Power Co.	6.18	5.49 5.49 .15 .15 .54 .54	2 1 1 1 1 1	5,587.05		do		250.00	Do.
301004	Portland, Knightville. Knightville, Portland. Knightville, Pleasantdale. Pleasantdale, Knightville. Pleasantdale, Cashes Corners. Cashes Corners, Pleasantdale. Portland, Willard.	Portland and Cape Elizabeth Rwy. Co.	4.63	1.63 1.63 1.64 1.64 1.36 1.36	3 3 3 3 3 3	8,695.14		do		260.85	Do.
301005	Portland, Knightville. Knightville, Portland. Knightville, South Portland. South Portland, Knightville. South Portland, Willard. Willard, South Portland.	Portland and Cape Elizabeth Rwy. Co.	4.32	1.63 1.63 1.36 1.36 1.36 1.36	3 3 3 3 3 3	8,112.96		do		250.00	Do.
301006	Camden, Rockport. Rockport, Camden. Rockport, Glencove. Glencove, Rockport. Glencove, Rockland.	Rockland, Thomaston and Camden Street Rwy. Co.	8.46	1.70 1.70 4.00 4.00 2.42	4 4 4 4 4	21,403.80	5 0	Apartment	3.75	892.64	Do.

204005	Boston, Station K (Dorchester)..... Boston, Station V (South Boston)..... Station V (South Boston), Boston..... Station V (South Boston), Station..... K (Dorchester). Station K (Dorchester), Station..... V (South Boston). Boston, Station K (Dorchester) and Station B (Back Bay). General post-office, Station G (Charlestown). Station K (Charlestown) via Union Station, Station B (Back Bay). Station B (Back Bay), Station A (South End). Station A (South End), Station B (Back Bay). Station A (South End), Station T (Roxbury). Station T (Roxbury), Station A (South End). Station T (Roxbury), Station K (Dorchester). Station K (Dorchester), Station T (Roxbury). Station V (South Boston), gen- eral post-office. Station B (Back Bay). Station B (Back Bay), general post-office. Boston, Boston (night circuit)..... General post-office, Station V (South Boston). Station V (South Boston), Station K (Dorchester). Station K (Dorchester), Station T (Roxbury). Station T (Roxbury), Station A (South End). Station A (South End), Station T (Roxbury). Station T (Roxbury), Station B (Back Bay). Station A (South End), Station B (Back Bay). Station B (Back Bay), Station D (Brookline).	West End Street Rwy. Co.	4.49	1.82 1.82 2.67 2.67	9 3 4 9 3 4 7 3 3 7 8 3	23,077.78	15 7	.....do.....	11.68	2,095.48	Do.
204006		West End Street Rwy. Co.	5.70	1.09 3.32 1.94 1.94 1.08 1.08 2.68 2.68 2.67 1.82 1.82 1.82 1.82	1 1 6 5 6 5 4 1 1 1 1 1	21,270.45	15 7	.....do.....	11.68	2,484.48	Do.
204007		West End Street Rwy. Co.		1.82 2.67 2.68 1.08 1.08 3.02 1.94 2.60	2 2 1 1 2 2 1 1 1 1 1 1 2 2 1 1						

* Via Union Station.

* Via Union Station.

Fr.—Electric and cable car mail service in operation July 1, 1897—Continued.

Route No.	State and terminal.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Single trips per day.			Annual car miles.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.	
				Week days (306)	Sundays (52)	Holidays (7)							
304007— Cont'd.	MASSACHUSETTS—continued.												
	Boston, Boston (night direct), Station D (Brookline), Station B (Back Bay).	West End Street Rwy. Co.	Miles.	2.60	1	1	1	17,348.45	Independent.	11.68	2,028.29	Electricity.	
	Station D (Brookline), Station K (Dorchester).			4.75	1	1	1						
	Station B (Back Bay), Station F (Cambridgeport).			2.50	1	1	1						
	Station F (Cambridgeport), Station U (Somerville).			1.45	1	1	1						
	Station U (Somerville), Cambridge Station.			1.95	1	1	1						
	Cambridge Station, Station F (Cambridgeport).			1.04	1	1	1						
	Station F (Cambridgeport), Station D (Brookline).			3.29	1	1	1						
	Station V (South Boston), Station A (South End).			1.96	1	1	1						
	Station A (South End), post-office.			1.52	1	1	1						
	Station B (Back Bay), general post-office.			2.06	1	1	1						
	Station B (Back Bay), via Providence and Boston and Albany depots, general post-office.												
	Northampton, Williamsburg.												
	Northampton, Florence.												
304008	Florence, Northampton.	Northampton Street Rwy. Co.	8.63	2.64	4	4	4	21,609.52	Apartment...	6.75	1,458.64	Do.	
	Florence, Leeds.			2.64	4	4	4						
	Leeds, Florence.			2.10	4	4	4						
	Leeds, Haydensville.			2.10	4	4	4						
	Haydensville, Leeds.			1.57	4	4	4						
	Haydensville, Williamsburg.			1.57	4	4	4						
	Williamsburg, Haydensville.			2.32	4	4	4						
	Williamsburg, Haydensville.			2.32	4	4	4						
	Conway, Electric Street Rwy. Co.			4.79	4	4	4						
	Conway, Conway Station.			4.79	4	4	4						
	Conway Station, Conway.												
	Conway Station, Conway.												
	304009			Conway, Conway Station.									

33.—*Electric and cable car mail service in operation July 1, 1897.*—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Single trips per day.			Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
					Week days (300)	Sundays (52)	Holidays (7)						
205001-Cont'd.	RHODE ISLAND—continued.												
	Westerly, Watch Hill.....	Pawcatuck Valley Street Rwy. Co.	Miles.	4	*2	.....	2				Cents.	Dollars.	
	Avondale, Westerly.....			1.80	*2	.....	2						
	Avondale, Watch Hill.....			1.80	*2	.....	2						
	Watch Hill, Avondale.....												
206001	CONNECTICUT.												
	Hartford, South Glastonbury.....	Hartford Street Rwy. Co.	9.74	.89	3	.....	3						
	Hartford, East Hartford Meadows.....			1.56	3	.....	3						
	East Hartford Meadows, Hartford.....												
	East Hartford Meadows, Silver Lane.....			1.56	3	.....	3						
	Silver Lane, East Hartford Meadows.....			1.56	3	.....	3						
	Silver Lane, Hockanum.....			1.72	3	.....	3						
	Hockanum, Silver Lane.....			1.72	3	.....	3						
	Hockanum, Naubuc.....			1.58	3	.....	3						
	Naubuc, Hockanum.....			1.54	3	.....	3						
	Naubuc, Glastonbury.....			.61	3	.....	3						
	Glastonbury, Naubuc.....			.61	3	.....	3						
206002	Glastonbury, South Glastonbury.....			3.38	3	.....	3						
	South Glastonbury, Glastonbury.....			3.38	3	.....	3						
	Hartford, Coltonville.....	Hartford Suburban Rwy. Co.	13.97	3.89	3	.....	3						
	Hartford, West Hartford.....			3.89	3	.....	3						
	West Hartford, Hartford.....			3.89	3	.....	3						
	West Hartford, Farmington.....			6.09	2	.....	2						
	Farmington, West Hartford.....			6.09	2	.....	2						
	Farmington, Unionville.....			3.99	2	.....	2						
	Unionville, Farmington.....			3.99	2	.....	2						
	Norwich, Yantic.....	Norwich Street Rwy. Co.	4.98	4.98	2	.....	2						
	Norwich, Yantic.....			4.98	2	.....	2						
	206003	Yantic, Norwich.....											
Norwich, Taftville.....													
206004	MASSACHUSETTS.												
	Norwich, Greenville.....	Norwich Street Rwy. Co.	4.14	1.37	5	.....	5						
	Greenville, Norwich.....			1.37	5	.....	5						
	Greenville, Taftville.....			2.77	5	.....	5						
	Taftville, Greenville.....			2.77	5	.....	5						

FF.—Electric and cable car mail service in operation July 1, 1897—Continued.

Route No.	State and terminal.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Single trips per day.	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
			Miles.	Miles.	Week days (306).	Sundays (52).	Holidays (7).		Cents.	Dollars.	
	NEW YORK—continued.										
707014	Brooklyn general post-office, Station E and Brooklyn general post-office, Manhattan avenue and Box street.	Brooklyn Heights R. R. Co.	10.33	Miles.	10	5	4	11	8	9,957.74	Electricity.
	Manhattan avenue and Box street, Station G.				10	5	4	11	8		
	Station G, Box street.				10	5	4	11	8		
	Station G, Station W.				10	5	4	11	8		
	Station W, Station G.				10	5	4	11	8		
	Station W, general post-office.				28	2	14	11	8		
	General post-office, Station W.				27	2	13	11	8		
	General post-office, Station B.				27	2	13	11	8		
	Station B, general post-office.				17	2	9	11	8		
	Station B, Station D.				17	2	9	11	8		
	Station D, Station B.				17	2	9	11	8		
	Station D, Station E.				17	2	9	11	8		
	Station E, Station D.				17	2	9	11	8		
	Station E, Station D and Broadway.		4.23		17	2	9	11	8		
707015	Brooklyn (Bedford street and Broadway) Station E.	Brooklyn, Queens County and Suburban R. R. Co.			17	2	9	11	8		
	Station W, Station A.				17	2	9	11	8		
	Station A, Station W.				17	2	9	11	8		
	Station A, Station S.				17	2	9	11	8		
	Station S, Station A.				17	2	9	11	8		
	Station S, Station E.				17	2	9	11	8		
	Station E, Station S.				17	2	9	11	8		
707016	Frederonia, Dunkirk Station II.	Dunkirk and Frederonia R. R. Co.	3.50		18	2	9	11	8		
	Frederonia, Nickle Plate Station.			2.41	10	1	16				
	Nickle Plate Station, Frederonia.			2.41	10	2	16				
	Nickle Plate Station, Dunkirk Station.			1.09	19	1	16				
	Dunkirk Station, Nickle Plate Station.			1.09	18	2	16				
707017	Olean, Erie R. R.	Olean Street Rwy. Co.	1.25								
	Olean, Western New York and Pennsylvania.			.81	10	5	10				
	Western New York and Pennsylvania, Olean.			.31	12	5	12				

F2.—Electric and cable car mail service in operation July 1, 1897—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Single trips per day.	Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
			Miles.	Miles.	Week days (300). Sundays (52). Holidays (7).				Cents.	Dollars.	
NEW YORK—continued.											
807020	Elmira, Substation No. 1..... Elmira, Substation No. 1..... Substation No. 1, Elmira.....	West Side R. Co.	4.97	4.97	1	18,945.64	Fr. In.	Closed pouch.	.....	(1)	Electricity.
807021	Youngstown, N. Y. C. and H. R. R..... Youngstown, Lewiston..... Lewiston, Youngstown..... Lewiston, railroad depot..... Railroad depot, Lewiston.....	Lewiston and Youngstown Frontier Rwy. Co.	6.28	4.97 4.97 .55 .55	1 1 4 4	15,675.04	.....	.....do.....	.....	470.25	Do.
807022	Brooklyn, Flushing..... Brooklyn, Metropolitan..... Metropolitan, Brooklyn..... Metropolitan, Maspeth..... Maspeth, Metropolitan..... Maspeth, Elmhurst..... Elmhurst, Maspeth..... Elmhurst, Corona..... Corona, Elmhurst..... Corona, Flushing..... Flushing, Corona..... Yonkers, South Glens Falls.....	Brooklyn Heights R. R. Co.	11.24	4.69 4.69 1.09 1.09 1.75 1.75 .88 2.94 2.94	4 4 4 4 4 4 4 4 4	28,420.40	.....	.....do.....	.....	850.00	Do.
807023	Fort Edward, Sandy Hill..... Sandy Hill, Glens Falls..... Glens Falls, South Glens Falls.....	Glens Falls, Sandy Hill and Fort Edward R. R. Co.	4.85	.....	1 1 1	247.20	.....	.....do.....	.....	(1)	Electricity.
NEW JERSEY.											
809001	Paterson, Singac..... Paterson, Littlefalls..... Littlefalls, Paterson..... Littlefalls, Singac..... Singac, Littlefalls.....	The New Jersey Electric Rwy. Co.	5.77	4.99 4.99 .78 .78	3 3 3 3	10,836.06	.....	Closed pouch.	.....	825.08	Electricity.
			147.62		1	806,327.64				45,767.34	

No.	Station	Suburban Rapid Transit Rwy. Co.	4.25					7,025.25	do	250.00	Do.
				2	3	1	2				
210007	Pittsburg, Mount Oliver	2	3	1	2	7,025.25	do	250.00	Do.
	Mount Oliver, Pittsburg	.....	.....	2	3	1	2		
	Mount Oliver, Carrick	.....	.....	2	25	3	1		
	Carrick, Mount Oliver	.....	.....	2	25	2	1		
210008	Marletta, Pennsylvania R. R. station	Pennsylvania Traction Co.†	5.60	5	5	5	5	17,528	do	350.00	Do.
	Marletta, Chickies	.....	.....	5	5	5	5		
	Chickies, Pennsylvania R. R.	.....	.....	5	5	5	5		
	Pennsylvania R. R., Chickies	.....	.....	5	5	5	5		
210009	Harleton, Ebervale	Lehigh Traction Co.	7.60	3	02	7	7	19,750.30	do	395.00	Do.
	Harleton, Harleigh switch (n. o.)	.....	.....	3	02	7	7		
	Harleigh switch (n. o.), Harleton	.....	.....	3	02	5	5		
	Harleigh switch (n. o.), Harleigh	.....	.....	3	50	3	3		
	Harleigh, Harleigh switch (n. o.)	.....	.....	3	50	2	2		
	Harleigh, Ebervale	.....	.....	1	61	2	2		
	Ebervale, Harleigh	.....	.....	1	61	2	2		
	Harleigh switch (n. o.), Milnesville	.....	.....	1	90	4	4		
	Milnesville, Harleigh switch (n. o.)	.....	.....	1	30	3	3		
	Milnesville, Lattimer Mines	.....	.....	1	23	4	4		
	Lattimer Mines, Milnesville	.....	.....	1	23	3	3		
210010 210011	Vacant	People's Passenger Rwy. Co.	6.68	1	04	18	6	78,877.44	15 0 Separate	8,873.71	Do.
	Philadelphia, Station 3, Germantown	.....	.....	1	15	18	6		
	General post-office, Station 8	.....	.....	1	15	18	6		
	Station 8, general post-office	.....	.....	.90	18	6	12	
	Station 8, Station 8	.....	.....	.90	18	6	12	
	Station 8, Station 8	.....	.....	1.12	18	6	12		
	Station 8, Station 8	.....	.....	1.12	18	6	12		
	Station 8, Station 8	.....	.....	1.19	18	6	12		
	Station 8, Station 8	.....	.....	.56	18	6	12	
	Receiving Station No. 21, Station Q	.....	.....	.56	18	6	12	
	Receiving Station No. 21, Station R	.....	.....	.61	18	6	12	
210012	Station R, Receiving Station No. 2161	18	6	12	11,994.16	Closed pouch	359.82	Do.
	Station R, Wayne Junction	.....	.....	1.09	18	6	12		
	Wayne Junction, Station R	.....	.....	1.09	18	6	12		
	Wayne Junction, Station R	.....	.....	1.27	18	6	12		
	Station G, Wayne Junction	.....	.....	1.27	18	6	12		
	Minersville, Pottsville	Schuylkill Electric Rwy. Co.	4.79	4	70	4	4				
	Minersville, Pottsville	.....	.....	4	70	4	4		
	Pottsville, Minersville	.....	.....	4	70	4	4		
	.....	.....	.....	4	70	4	4	
	.....	.....	.....	4	70	4	4	
	.....	.....	.....	4	70	4	4	

† Agreement.

* Week days, 305; holidays, 8.

Ft.—Electric and cable car mail service in operation July 1, 1897—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Single trips per day.			Annual car miles.	Class of service.	Cost per mile.	Annual rate of expenditure.	Motive power.
					Week-day (300).	Sunday (52).	Holiday (7).					
	PENNSYLVANIA—continued.		Miles.	Miles.						Cents.	Dollars.	
310013	Pottstown, Sanatoga.....	Pottstown Passenger Rwy. Co.	3.10	3.10	2	2	2	3,881.20	Closed pouch	200.00	200.00	Electricity.
310014	Pottstown, Sanatoga.....	Lehigh Traction Co.*	6.16	1.25	6	6	6	17,111.71	do	400.00	Do.	Do.
	Hazleton, Kelayres.....			1.25	6	6	6					
	R. R. station, Hazleton.....			1.33	5	5	5					
	R. R. station, Jeannetteville.....			1.35	4	4	4					
	Jeannetteville, R. R. station.....			.40	5	5	5					
	Jeannetteville, Treackow.....			1.40	4	4	4					
	Treackow, Jeannetteville.....			1.60	5	5	5					
	Treackow, Audenreid.....			1.60	4	4	4					
	Audenreid, Treackow.....			.88	3	3	3					
	Audenreid, McAldoo.....			.70	3	3	3					
	McAldoo, Kelayres.....			.70	3	3	3					
	Kelayres, McAldoo.....			.70	3	3	3					
	Vacant.....			.70	2	2	2					
310015	Scranton, Dickson City.....	Scranton Rwy. Co.	4.72	4.15	3	3	3	8,328.83	do	250.00	250.00	Do.
310016	Scranton, Dickson City.....	Dickson City, Scranton.....		4.72	3	3	3					
310017	Scranton, Dunmore.....	Scranton Rwy. Co.	2.94	2.56	4	4	4	6,886	do	250.00	250.00	Do.
310018	Scranton, Dunmore.....	Dunmore, Scranton.....		2.94	4	4	4					
310018	Media, Chester.....	Chester Traction Co.	6.34	6.34	3	3	3	11,906.52	do	357.19	357.19	Do.
310018	Media, Chester.....	Media, Chester.....										
310019	Berlington, Morris Station (n. o.).....	Prospect Street Rwy.	1.67	1.67	12	12	12	2,080.82	do	175.00	175.00	Do.
310019	Berlington, Morris Station (n. o.).....	Berlington, Morris Station (n. o.).....										
310020	Lockhaven, Millhill.....	Lockhaven Traction Co.	3.85	2.21	2	2	2	4,820.20	do	200.00	200.00	Do.
310020	Lockhaven, Millhill.....	Lockhaven Traction Co.		2.21	2	2	2					
310020	Berlington, Lockhaven.....	Berlington, Lockhaven.....		2.21	2	2	2					
310020	Berlington, Millhill.....	Berlington, Millhill.....		1.64	2	2	2					
310020	Millhill, Flemington.....	Millhill, Flemington.....		1.64	2	2	2					

	Pennsylvania Traction Co.*	10.22	5.80 5.80 5.80 2.69 1.73 1.73	4 4 4 4 4 4	Do.
31 0021 Lancaster, Littlez.....	Lancaster, Newville. Netherly, Lancaster. Netherly, Newville. Kisselville, Newville. Littitz, Kisselville. Littitz, Newville.	10.22	5.80 5.80 5.80 2.69 1.73 1.73	4 4 4 4 4 4	Do.
31 0022 Philadelphia and Westchester Traction Co.	Sixty-third and Market streets, North Square Upper Darby. Sixty-third and Market streets, Upper Darby. Sixty-third and Market streets, Market street.	8.43	.76 .76 2.06 2.06 .78 .78 1.30 1.30 1.44 1.44 2.08 2.08	2 2 2 2 2 2 2 2 2 2 2 2	Do.
31 0023 Westchester, Wilmington and North ern R. R.	Newtown Square, Broomall. Westchester, Wilmington and North ern R. R. Westchester, Lenape and R. R. depot. Lenape and R. R. depot, Westchester. Union Traction Co. of Philadelphia.	4.17 4.17 7.94	4.17 4.17 7.94	2 2 2	Do.
31 0025 General post-office, Pennsylvania R. R., general post-office. Pennsylvania R. R., Station A. Station A, Pennsylvania R. R. Station J, Station A. Station J, Station C. Station C, Station I. Station C, Receiving Station No. 16. Receiving Station No. 16, Station Z. Receiving Station No. 16, Station Z. Station Z, Receiving Station No. 16. Station Z, Station I (Manayunk). Station I (Manayunk), Station Z.	General post-office, Pennsylvania R. R., general post-office. Pennsylvania R. R., Station A. Station A, Pennsylvania R. R. Station J, Station A. Station J, Station C. Station C, Station I. Station C, Receiving Station No. 16. Receiving Station No. 16, Station Z. Receiving Station No. 16, Station Z. Station Z, Receiving Station No. 16. Station Z, Station I (Manayunk). Station I (Manayunk), Station Z.	11.25 11.25 11.25 11.25 11.25 11.25 11.25 11.25 11.25 11.25 11.25 11.25	15 15 15 15 15 15 15 15 15 15 15 15	Separate	Do.

† Week days, 310; holidays, 3.

*** Agreement.**

P₂.—Electric and cable car mail service in operation July 1, 1897—Continued.

Route No.	State and terminal.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Single trips per day.			Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.	
					Week days (306)	Business days (261)	Holidays (7)							
310028	PENNSYLVANIA—continued.													
	Philadelphia, Sixty-third and Market streets.	Union Traction Co. of Philadelphia.	Miles. 4.90									Dollars.		
	General post-office, Pennsylvania R. R.			.64	12	6	13							
	Pennsylvania R. R., general post-office.			.61	18	6	13							
	Pennsylvania R. R., Station A.			.25	18	6	13							
	Pennsylvania R. R., Station A, Thirty-second and Market streets.			.25	18	6	13							
	Thirty-second and Market streets, Station A.			.92	18	6	13							
	Thirty-second and Market streets, Station B.			.92	18	6	13							
	Thirty-second and Market streets, Station B.			.58	18	6	13							
	Thirty-second and Market streets, Station B.			.58	18	6	13							
310027	Philadelphia, Thirty-second and Market streets, Darby.	Union Traction Co. of Philadelphia.	4.98	2.62	3	1	3							
	Thirty-second and Market streets, Receiving Station No. 37.			2.62	3	1	3							
	Receiving Station No. 37, Thirty-second and Market streets.													
	Receiving Station No. 37, Receiving Station No. 12.			1.14	9									
	Receiving Station No. 12, Receiving Station No. 37.			1.14	9									
	Receiving Station No. 12, Station U.			2.22	9									
	Station U, Receiving Station No. 12.			2.22	9									
	Station U, Darby.			1	9									
	Darby, Station U.			1	9									
								33,290.09	15 0	Separate	11.25	3,742.88	Electricity.	
							27,639	15 0	do	11.25	3,109.38	Do.		

Station No.	Station Name	Company	3. 83	Union Traction Co. of Philadelphia.					Do.
				1. 09	19	7	12	23,983.46	
310023	General post-office, Philadelphia.			.08	19	7	12	11.25	2,608.13
	Station P, Receiving Station No. 5.			.83	19	7	12	15 0	Do.
	Station D, Station A.			.87	19	7	12	Do	Do.
	Station A, Pennsylvania R. R.			.25	19	7	12	Do	Do.
	Philadelphia, Station F.		6.74	.61	19	7	12	Do	Do.
310023	General post-office, Station S.			1.08	19	5	11	78,848.06	8,870.51
	Station S, General post-office.			1.15	19	5	11	11.25	Do.
	Station O, Station S.			.83	19	5	11	Do	Do.
	Station O, Station D.			1.12	19	5	11	Do	Do.
	Station K, Station E.			1.21	19	5	11	Do	Do.
310030	Norristown, Wissahickon Station.		12.50	1.41	19	5	11	Do	Do.
	Norristown, Meeting.			1.38	19	5	11	Do	Do.
	Plymouth Meeting, Norristown.			2.22	19	5	11	Do	Do.
	Lafayette Hill, Plymouth Meeting.			2.18	19	5	11	Do	Do.
	Lafayette Hill, Wissahickon Station.			4.71	2	2	2	Do	Do.
310031	Wissahickon Station, Lafayette Hill.			4.71	2	2	2	Do	Do.
	Chester, Upland.		2	2	4	4	4	Do	Do.
	Chester, Upland.			2	4	4	4	Do	Do.
	Upland, Chester.		152.77	5.47	2	2	2	Do	Do.
				5.47	2	2	2	Do	Do.
313001	MARYLAND AND DISTRICT OF COLUMBIA.			2	4	4	4	Do	Do.
	Bethesda, Washington, D. C. (Station A).		5.63	2.42	3	1	2	Do	Do.
	Bethesda, Tonnallytown.			2.42	3	1	2	Do	Do.
	Tonnallytown, Bethesda.			3.20	3	1	2	Do	Do.
	Station A, Tonnallytown.			2.20	3	1	2	Do	Do.
313002	Chevy Chase, Washington, D. C. (Substation No. 5).		5.48	5.48	2	1	1	Do	Do.
	Chevy Chase, Washington, D. C. (Substation No. 5).			5.48	3	1	1	Do	Do.
	Washington, D. C. (Substation No. 5), Chevy Chase.							Do	Do.
	Vacant.							Do	Do.
								Do	Do.

* Agreement.

B. & P. R. R., general post-office B. & P. R. R., Substation No. 26 Substation No. 24, B. & P. R. R. Substation No. 24, Substation No. 19. Substation No. 19, Substation No. 26. Substation No. 19, Station B. Station B, Substation No. 19. Station B, Substation No. 28. Substation No. 26, Station B. Substation No. 28, Substation No. 8. Substation No. 8, Substation No. 28. Substation No. 8, Eighth and M streets SE. Eighth and M streets SE., Sub- station No. 8. Baltimore Substation No. 13, Station E (Arlington). Substation No. 13, Substation No. 217. Substation No. 217, Substation No. 13. Substation No. 217, Substation No. 12. Substation No. 12, Substation No. 217. Substation No. 12, Brooklyn barn. Brooklyn barn, Substation No. 12. Brooklyn barn, Station C. Station C, Brooklyn barn. Station C, Charles and Fayette streets. Charles and Fayette streets, Sta- tion C. Charles and Fayette streets, Sub- station No. 32. Substation No. 32, Station F. Station F, Gwynn-Oak avenue, and Liberty road. Gwynn-Oak avenue, and Liberty road, Substation No. 214. Substation No. 214, Gwynn-Oak avenue, and Liberty road.	Electricity.	Holidays, 4.	Holidays, 6.
.00	12	2	5
.25	12	2	5
.25	12	2	5
.84	12	2	5
.84	12	2	5
.18	12	2	5
.18	12	2	5
.27	12	2	5
.27	12	2	5
.40	12	2	5
.40	12	2	5
.17	12	2	5
.17	12	2	5
.80	18	4	5
.80	18	4	5
1.19	18	4	5
1.19	18	4	5
.10	12	4	5
.10	12	4	5
2.78	13	6	5
2.78	13	6	5
.86	13	6	5
.86	13	6	5
3.00	12	4	5
1.00	12	4	5
2.24	12	4	5
1.87	12	4	5
1.87	12	4	5
101, 138.84	15	4	5
11.50	11, 630.39		

F₂.—Electric and cable car mail service in operation July 1, 1897—Continued.

Route No.	State and terminal.	Corporate title of company carrying the mail.	Length of trip, miles.	Single trips per day.			Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
				Week days (306).	Sundays (32).	Holidays (7).						
313008— Cont'd.	MARYLAND AND DISTRICT OF COLUMBIA—continued.		Miles.							Cts.	Dollars.	
	Baltimore Substation No. 13, Station E (Arlington).	Baltimore Traction Co.		1.06 *12	4	4						
	Gwynn Oak avenue, and Liberty road, Station E.			4.07 *12	4	4						
	Station E, Druid Hill avenue barn.			2.35 *18	6	16						
	Druid Hill avenue barn, Charles and Fayette streets.			2.53 *1	2	12						
313009	Hill avenue barn, Charles and Fayette streets.											
	Hill avenue barn.											
	Baltimore, Sta. L, Substation No. 219.	City and Suburban Rwy. Co.	12.22	1.92 *11	2	2						
	Station J, Substation No. 16.			1.92 *11	2	2						
	Substation No. 16, Station L.			.81 *11	2	2						
	Substation No. 16, Huntington avenue barn.			.81 *11	2	2						
	Huntington avenue barn, Substation No. 16.			1.44 *12	4	4						
	Huntington avenue barn, Substation No. 1.			1.44 *12	4	4						
	Substation No. 1, Brooklyn barn.			1.74 *12	4	4						
	Substation No. 1, Baltimore.			1.69 *12	4	4						
	Baltimore, Substation No. 1.			1.85 *12	4	4						
	Baltimore, Station J.			1.90 *12	4	4						
	Station J, Baltimore.			1.02 *12	4	4						
	Station J, Substation No. 28.			1.02 *12	4	4						
	Substation No. 28, Station J.			.15 *12	4	4						
	Substation No. 28, Highlandtown barn.											
										11.43	8,610.37	Electricity.
										75,331.28	15 3	do

F'.—Electric and cable car mail service in operation July 1, 1897—Continued.

Route No.	State and terminl.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Single trips per day.			Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
			Miles.	Miles.	Week days (300)	Sundays (32)	Holidays (7)				Cents.	Dollars.	
314002	VIRGINIA—continued. Charlottesville, Jefferson Park Station (n. o.), Charlottesville, Jefferson Park Station (n. o.), Jefferson Park Station (n. o.), Charlottesville, Norfolk, Ocean View, Ocean View, Norfolk.	Jefferson Park Hotel Co....	1	1								(*)	
314003		Norfolk & Ocean View R. R.	8.50	8.50	3	1	3	16,847		Closed pouch.		505.41	Electricity.
			14.79		3	1	3	22,775.22				755.41	
316001	WEST VIRGINIA. Benwood, W. Va., Martins Ferry (Ohio) Benwood, Wheeling Wheeling, Benwood Wheeling, Zane and Huron streets, Zane and Huron streets Wheeling, Zane and Huron streets, Bridgeport. Bridgeport Zane and Huron streets Zane and Huron streets, Martins Ferry. Martins Ferry, Zane and Huron streets, Huntington, Substation No. 1.....	Wheeling Rwy. Co.....	7.79	3.85 3.85 1.30 1.30 1.30 1.30 2.40 2.40 2.40 2.40 2.40	3 3 12 12 15 15 7 10 5 5 5	3 3 3 3 3 3 3 3 3 3 3	3	26,792.80		Closed pouch		803.78	Electricity.
316002	Huntington, Substation No. 1..... Huntington, Substation No. 1..... Substation No. 1, Huntington.....	Consolidated Light and Rwy. Co.	2	2	3	3	3	4,380		Closed pouch		200.00	Do.
318001	NORTH CAROLINA. Pinehurst, Southern Pines Station (n. o.),	Pinehurst Electric Rwy. Co.	9.79	7				31,172.80				1,003.78	

F².—Electric and cable car mail service in operation July 1, 1897—Continued.

Route No.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Length of trip.	Single trips per day.			Annual car miles.	Size of car.	Class of service.	Cost per mile traveled.	Annual rate of expenditure.	Motive power.
					Week days (300).	Sundays (32).	Holidays (7).						
329002	KENTUCKY—continued. Cincinnati, Ohio, Newport, Ky., Substation No. 1, Transfer Station, Cincinnati. Transfer Station, Cincinnati. Transfer Station, Substation No. 1, Substation No. 1, Transfer Station Newport (Station A), Covington.	Cincinnati, Newport and Covington Rwy. Co.*	Miles. 6.97	Miles.					Fl. In.		Cents.	Dollars.	
				1.33	6	2	6						
				1.33	7	2	7						
				5.05	2	1	1		Closed pouch.		350.00	Electricity.	
329003	Station A, Transfer Station Transfer Station, Station A. Transfer Station, Newport. Newport, Transfer Station. Newport, Eleventh and York streets. Eleventh and York streets, Newport. Eleventh and York streets, Covington. Covington, Eleventh and York streets.	Cincinnati, Newport and Covington Rwy. Co.*	4.68	1.83	4	1	3						
				1.83	4	1	3						
				1.83	12	4	10						
				.50	9	3	8						
329004	Covington, Ludlow.	Cincinnati, Newport and Covington Rwy. Co.*	2.66	.38	6		6						
				.38	10	1	10		do		300.00	Do.	
				1.97	4		4						
				1.97	4		4						
331001	OHIO. Newark, Granville.	Newark Consolidated Electric Rwy. Co.	7.87	2.66	4	1	4					200.00	Do.
				2.66	4	1	4		do		200.00	Do.	
				52,151.72									
331002	Newark, Granville. Granville, Newark. Canton, Massillon.	Newark Consolidated Electric Rwy. Co.	8	7.87	2		2					360.50	Electricity.
				7.87	3		3		Closed pouch.				
331003	Canton, Redurban. Redurban, Canton. Redurban, Massillon. Massillon, Redurban.	Canton, Massillon Electric Rwy. Co.		3.80	2		2					800.48	Do.
				3.80	2		2						
				4.20	2		2		do				
				4.20	2		2						

[illegible]

MONTANA.													
385001	Bozeman, Northern Pacific R. R. Station. Bozeman, Northern Pacific R. R. Station. Northern Pacific R. R. Station, Bozeman.	Gallatin Light, Power and Rwy. Co.	1.12						1.12 2 2 2	1, 635. 20	Closed punch.	150. 00	Electricity.
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COLORADO.													
385001	Denver, University Park.	Denver Consolidated Tram- way Co.	10. 20						2. 90 4 2 3	22, 292. 80	Closed punch.	608. 78	Electricity.
	Denver Station A.								2. 90 4 2 3				
	Denver, University Park								7. 30 3 1 3				
385002	Denver, University Park, Denver.	Denver, Lakewood and Gol- den R. R. Co.	5. 19						7. 30 3 1 3				
	Denver, Barnum												
	Denver, Villapark								2. 15 3 1 3				
	Villapark, Denver								2. 15 4 2 4				
	Villapark, Barnum								3. 04 1 1 1				
385003	Barnum, Villapark	Denver Consolidated Tram- way Co.	13. 82						3. 04 1 1 1	6, 948. 00	do	250. 00	Do.
	Denver, Harman												
	Denver, Elvira												
	Elvira, Denver								4. 58 2 1 2				
	Denver, Montclair								4. 58 2 1 2				
	Montclair, Denver								5. 14 2 2 2	17, 778. 96	do	533. 36	Do.
	Denver, Harman								5. 14 2 2 2				
	Harman, Denver								4. 10 2 2 2				
385004	Vacant.								4. 10 2 2 2				
385005	Vacant.												
385006	Denver, Edgewater	Denver Consolidated Tram- way Co.	7. 50										
	Denver, Alcott												
	Alcott, Denver								3. 66 2 2 2				
	Denver, Highlands								3. 66 2 2 2				
	Highlands, Denver								1. 98 3 1 3	12, 193. 20	do	305. 79	Do.
	Highlands, Edgewater								1. 98 3 1 3				
	Edgewater, Highlands								1. 98 3 1 3				
<hr/>													
			36. 71							59, 214. 05		1, 817. 93	
<hr/>													
UTAH.													
385001	Salt Lake City, Murray	Salt Lake Rapid Transit Co.	7. 14										
	Salt Lake City, Miller								1 2				
	Miller, Salt Lake City								2 1	9, 681. 84	do	280. 46	Do.
	Miller, Murray								2 2				
	Murray, Miller								2 1				

* Daily, except Saturday, between Lincoln and Collegeview.

831003	Cincinnati, Carthage.....	Cincinnati Inclined Plane Rwy. Co.*	7.84																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
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* Agreement

G.—Mail service as in operation June 30, 1896 and June 30, 1897, showing increase and decrease, and percentage of increase and decrease, from June 30, 1896 to June 30, 1897.

Items.	June 30, 1896.	June 30, 1897.	Increase from June 30, 1896, to June 30, 1897.	Decrease from June 30, 1896, to June 30, 1897.	Percentage of increase from June 30, 1896, to June 30, 1897.	Percentage of decrease from June 30, 1896, to June 30, 1897.
STAR SERVICE.						
Number of routes.....	20,697	21,517	820		3.96	
Length of routes (miles).....	261,553.54	265,598.98	4,045.44		1.54	
Annual rate of expenditure.....	\$5,335,891.53	\$5,363,903.41	\$28,011.87		.52	
Number of miles traveled per annum.....	118,792,665.66	124,123,415.60	5,330,749.94		4.48	
Rate of cost per mile traveled (cents).....	4.49	4.32		0.17		3.78
Rate of cost per mile of length.....	\$20.40	\$20.19		\$0.21		1.03
Average number of trips per week.....	4.36	4.49	.13		2.08	
SPECIAL OFFICE SERVICE.						
Number of routes.....	1,349	795		554		41.06
Length of routes (miles).....	9,453.22	5,840.75		3,512.47		37.15
Annual rate of expenditure.....	\$25,719.28	\$18,957.58		\$6,761.70		26.29
Number of miles traveled per annum.....	2,349,180.12	1,537,991		811,189.12		34.53
Rate of cost per mile traveled (cents).....	1.09	1.23	.14		12.84	
Rate of cost per mile of length.....	\$2.72	\$3.19	\$0.47		17.27	
Average number of trips per week.....	2.38	2.48	.10		4.20	
STEAMBOAT SERVICE.						
Number of routes.....	138	153	15		10.87	
Length of routes (miles).....	12,785.69	17,274.31	4,488.62		35.10	
Annual rate of expenditure.....	\$418,779.53	\$426,389.55	\$7,610.02		1.81	
Number of miles traveled per annum.....	3,627,845.18	3,749,823.50	121,978.32		3.36	
Rate of cost per mile traveled (cents).....	11.54	11.87		.17		1.47
Rate of cost per mile of length.....	\$32.75	\$24.68		\$8.07		2.46
Average number of trips per week.....	2.72	2.08		.64		23.52
RAILROAD SERVICE.						
Number of routes.....	2,715	2,587		128		4.71
Length of routes (miles).....	172,794	173,475.23	681.23		.39	
Annual rate of expenditure:						
For transportation.....	\$28,941,880.47	\$30,171,542.69	\$1,229,662.22		4.24	
For railway post-office cars.....	3,463,916.70	3,704,978.50	241,061.80		6.95	
For transportation and railway post-office cars combined.....	32,405,797.17	33,876,521.19	1,470,724.02		4.53	
Number of miles traveled per annum.....	268,806,324.49	273,190,356.71	4,384,032.22		1.63	
Rate of cost per mile traveled (cents):						
For transportation.....	10.76	11.04	.28		2.60	
For transportation and railway post-office cars combined.....	12.05	12.40	.35		2.90	
Rate of cost per mile of length:						
For transportation.....	\$167.40	\$173.92	\$6.43		3.83	
For transportation and railway post-office cars combined.....	\$187.54	\$195.28	\$7.74		4.12	
Average number of trips per week.....	14.95	15.14	.19		1.27	
MAIL-MESSENGER SERVICE.						
Number of routes.....	7,177	7,098		79		1.10
Length of routes (miles).....	5,705.36	5,189.71		515.65		9.03
Annual rate of expenditure.....	\$1,175,888.19	\$941,264.41		\$234,523.78		19.94
Number of miles traveled per annum.....	12,468,734.97	9,788,029.04		2,700,705.93		21.62

G.—Mail service as in operation June 30, 1896, and June 30, 1897, etc.—Continued.

Items.	June 30, 1896.	June 30, 1897.	Increase from June 30, 1896, to June 30, 1897.	Decrease from June 30, 1896, to June 30, 1897.	Percentage of increase from June 30, 1896, to June 30, 1897.	Percentage of decrease from June 30, 1896, to June 30, 1897.
MAIL-MESSENGER SERVICE—continued.						
Rate of cost per mile traveled (cents).....	2.41	9.61	.20		2.12	
Rate of cost per mile of length.....	\$206.10	\$181.39		\$21.71		11.99
Average number of trips per week.....	21.04	18.13		2.91		13.83
REGULATION, SCREEN, OR OTHER WAGON SERVICE.						
Number of routes.....	36	171	135		375	
Length of routes (miles).....	1,021.76	1,521.18	499.42		48.87	
Annual rate of expenditure.....	\$548,620.00	\$703,876.00	\$155,256.00		28.29	
Number of miles traveled per annum.....	3,323,674.02	5,009,690.79	1,686,016.77		50.72	
Rate of cost per mile traveled (cents).....	16.50	14.04		2.46		14.90
Rate of cost per mile of length.....	\$536.93	\$462.71		\$74.22		13.82
Average number of trips per week.....	31.27	31.66	.30		1.24	
ELECTRIC AND CABLE CAR SERVICE.						
Number of routes.....		170				
Length of routes (miles).....		1,031.91				
Annual rate of expenditure.....		\$183,038.43				
Number of miles traveled per annum.....		3,451,172.71				
Rate of cost per mile traveled (cents).....		5.30				
Rate of cost per mile of length.....		\$177.37				
Average number of trips per week.....		32.15				
RAILWAY POST-OFFICE CLERKS.						
Number of clerks.....	7,408	7,602	194		2.61	
Annual rate of expenditure.....	\$7,594,377.00	\$7,782,547.00	\$188,170.00		2.47	
MAIL EQUIPMENTS.						
Mail bags, mail-bag catchers, etc.....	\$209,827.68	\$341,958.47	\$72,130.79		26.73	
Mail locks and keys, etc.....	39,067.38	44,842.10	5,774.72		14.78	
Repair shop for mail equipments.....	7,861.06	7,744.04		\$117.02		1.48
Total annual expenditure.....	316,756.12	394,544.61	77,788.49		24.55	
NECESSARY AND SPECIAL FACILITIES ON TRUNK LINES.						
Annual rate of expenditure.....	\$171,238.75	\$170,932.50		\$306.25		.17
RECAPITULATION.						
Total number of routes.....	32,112	32,491	379		1.18	
Total length of routes (miles).....	463,313.57	470,032.07	6,718.50		1.45	
Total annual rate of expenditure.....	\$47,993,067.57	\$49,862,074.68	\$1,869,007.10		3.80	
Total number of miles traveled per annum.....	409,388,424.44	420,850,479.35	11,462,054.91		2.80	
Rate of cost per mile traveled (cents).....	11.72	11.84	.12		1.02	
Rate of cost per mile of length.....	\$103.58	\$106.08	\$2.50		2.41	
Average number of trips per week.....	8.49	8.60	.11		1.29	

NOTE.—Beginning July 1, 1896, two new items of appropriation were provided: "Regulation, screen, or other wagon service" and "Electric and cable car service." Regulation wagon service was taken from star service, and screen wagon service from mail-messenger service. Electric and cable car service was taken partly from railroad and partly from mail-messenger service.

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1897, and also on certain new routes in other States and Territories; the adjustment of the rates based upon returns of the weight of the mails, the speed with which they are conveyed, the accommodations for mails and railway post-office clerks, and the number of trips per week, in accordance with the acts of March 3, 1873, July 12, 1876, and June 17, 1878.

[Abbreviations: r. p. o., railway post-office; apt., apartment; l., line or lines; m., miles. Adjusted from July 1, 1897, unless otherwise noted.]

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mail carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per r. p. o. car.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighted for 30 days from October 7, 1896, unless otherwise noted.	Remarks.
	MAINE.		Miles.	Pounds.		Feet and inches.		Dollars.	Dollars.	Dollars.	Dollars.		
101001	Vacant.												
101002	Newport, Foxcroft...	Maine Central R. R. Co.	28.91	1,421	28	apt. 14 by 7.3, 2.1.....	12	103.45		3,094.43			Route reestablished.
101003	Farmington, Brunswick.	do.	63.24	2,259	26	apt. 19.8 by 8.5, 2.1.....	15.88	131.67		8,326.81			Do.
101004	Belfast, Burnham...	do.	33.56	1,766	20	apt. 16.10 by 9.1, 2.1.....	18	117.99		3,959.74			
101005	Cumberland Junction (n. o.), Skowhegan.	do.	91.18	4,219	22	apt. 19 by 8.11 (av.), 2.1, and 2.1 additional, Poland Spring Junction to Lewiston.	26.64	159.03		14,500.35			
101006	Portland, Bangor.....	do.	135.81	35,157	23	r. p. o. 60 by 9.1, 59.1 by 9.1, 40.4 by 2, reported (authorized) 2.1, 60, 135.17 m.; apt. 18 by 8.5 (av.), 1.1 to Brunswick, 1.1 to Augusta.	19.76	492.48	100	66,883.70	13,517.00		
101007	Portland, Me., Norton Mills, Vt.	Grand Trunk Rwy. Co., of Canada.	195.55	3,810	26	r. p. o. 40 by 8.10 (1.1 not authorized); apt. 18.10 by 7.6 (av.).	20.46	153.90		25,478.14			
101008	Portland, Me., Rochester, N. H.	Portland and Rochester R. R.	53.16	4,048	26	apt. 29.5 by 8.1 (av.), 2.1.	14.61	157.32		8,363.13			Route curtailed.
101009	Brownsville, Katahdin Iron Works.	Bangor and Aroostook R. R. Co.	13.05	47	16	no apt.....	6	42.75		537.88			

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1897, and also on certain new routes in other States and Territories, etc.—Continued.

No. of route.	State and terminal.	Corporate title of company.	Length of route.	Average weight of mail carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighted for 30 days from October 7, 1896, unless otherwise noted.	Remarks.
	MAINE—continued.		Miles.	Pounds.		Feet and inches.		Dollars.	Dollars.	Dollars.	Dollars.		
101010	Portland, Me., Fabyan House, N. H.	Maine Central R. R. Co.	88.06	2,458	23	spt. 16.1 by 8.5 (av.), 2 1. to Bartlett, 1 1. residue.	12	134.24	11,821.17				
101011	Brunswick, Bath	do.	9.15	5,923	28	spt. 18.1 by 8.10 (av.), 4 1.	34.50	180.41	1,650.75				
101012	Bangor, Vanceboro	do.	114.83	10,396	29	r. p. o. 40 by 9, 1 1., 114.06 m. authorized; spt. 20.8 by 8.9, 1 1. to Oldtown, 1 1. residue.	20.79	228.29	28,214.54	2,851.50			
101013	Bangor, Bucksport	do.	20.33	1,185	20	spt. 16 by 7, 2 1.	15	93.20	1,894.75				Route curtailed.
101014	Milled Junction, Greenville Junction.	Bangor and Aroostook R. R. Co.	48.84	1,010	22	spt. 18.4 by 7.3, 1 1.	8.20	85.50	4,175.82				
101015	Bath, Rockland	Maine Central R. R. Co.	48.05	3,581	20	spt. 19 by 8.5 (av.), 2 1.	12	150.48	7,220.56				
101016	Houlton, New Brunswick Line (n. o.).	Canadian Pacific Rwy. Co.	4.00	88	26.40	no apt.	12	42.75	171.00				
101017	Calais, Princeton	St. Croix and Penobscot R. R. Co.	21.35	59	14	do.	6	42.75	912.71				
101018	Oakland, Bingham	Somerset Rwy. Co.	41.69	681	21	spt. 14.6 by 6.6, 1 1.	12	71.82	2,992.02				
101019	Poland Spring Junction (n. o.), Rumford Falls.	Portland and Rumford Falls Rwy.	52.87	1,666	26	spt. 12.6 by 7.10 (av.), 2 1.	12.65	113.72	6,012.37				Covers 101035.
101020	Farmington, Phillips	Sandy River R. R. Co.	18.84	772	14	spt. 10.2 by 6, 1 1.	18	75.24	1,379.90				
101021	Lewiston, Lewiston Junction.	Grand Trunk Rwy. Co. of Canada.	5.50	225	23	no apt.	9	44.46	244.53				
101022	Bridgton Junction (n. o.), Bridgton.	Bridgton and Saco River R. R. Co.	16.14	325	18	do.	12	51.30	827.98				
101023	Moose Junction (n. o.), Moose.	Moose R. R. Co.	6.25	89	19	do.	15	42.75	287.18				
101024	Bangor, Mount Desert Ferry.	Maine Central R. R. Co.	43.19	3,004	25	spt. 15.5 by 8.10 (av.), 2 1.	12	141.93	6,129.95				

101025	Strong, Carrebasset..	Franklin and Me- gantio R. R. Co.	25.23	103 17	no apt.....	9.60	42.75	1, 078.58	Covers 101039.
101026	Unadjusted.								
101027	Kennebunk Port, Kennebunk Station (n. o.).	Boston and Maine R. R.	4.69	307 18	.....do.....	26	49.59	232.57	
101028	Kittery Junction (n. o.), York Beach.	.....do.....	11.23	301 18	.....do.....	12	53.87	604.90	
101029	Electric service.								
101030	Greenville, Boundary Line (n. o.).	Canadian Pacific Rwy. Co.	68.30	67 28	.....do.....	6	42.75	2, 910.82	
101031	Togus, Randolph....	Kennebec Central R. R. Co.	5.17	315 15	.....do.....	18	50.45	260.82	
101032	Phillips, Rangeley....	Phillips and Range- ley R. R. Co.	29.01	405 11	apt. 10.2 by 6, 1 1....	9	57.29	1, 661.08	
101033	Union, West Warren. R. Co.	Georges Valley R. R. Co.	8.24	228 14	no apt.....	12	44.46	366.35	
101034	Vacant.								
101035	Vacant.								
101036	Fort Fairfield, Fort Fairfield Junction (n. o.).	Bangor and Aroos- took R. R. Co.	13.90	312 22	.....do.....	15	50.45	701.25	
101037	Caribou, Oldtown....	.....do.....	188.56	2, 072 24	apt. 19.7 by 7.2 (av.), 1 l. to Milo, junc- tion, 2 l. residue.	17.45	129.11	24, 344.96	Covers 101034 and parts of 101009 and 101014.
101039	Vacant.								
101040	Albion, Wisconsin....	Wisconsin and Que- bec R. R. Co.	44.59	808 16	apt. 11.2 by 5.11, 2 l..	12	76.95	3, 431.20	
101041	Rumford Falls, Bemis R. Co.	Rumford Falls and Bangsley Lakes R. R. Co.	28.14	82 14	no apt.....	12	42.75	1, 202.98	Covers 101045.
101042	Vacant.								
101043	Ashland Junction (n. o.), Ashland.	Bangor and Aroos- took R. R. Co.	43.11	125 16	.....do.....	12	42.75	1, 842.95	
101045	Vacant.								
101046	Lexington, South Lex- ington.	Maine Central R. R. Co.	4.79	2, 183 25	apt. 16.3 by 8.10, 2 l..	37	130.82	638.62	Formerly part of 101003.
NEW HAMPSHIRE.									
102001	Vacant.								
102002	Manchester, Ports- mouth.	Boston and Maine R. R.	38.50	1, 435 24.38	apt. 20.1 by 9.1, 2 l..	18	103.46	3, 063.21	Route curtailed.
102003	Manchester, Henni- ker.	.....do.....	23.04	660 21.55	apt. 12.1 by 6.9, 2 l..	12	70.97	1, 848.05	Covers route 102023.
102004	Hooksett, Center Barn- stead.	.....do.....	24.03	833 20.27	apt. 9.1 by 7.1, 2 l..	12	82.08	1, 972.38	
102005	Beecher Falls, Vt., Cooch, N. H.	Maine Central R. R. Co.	22.74	665 22.23	apt. 11.7 by 7 (av.), 2 l..	12	71.82	1, 633.18	

102017	Fabyan House, N. H., South Lunenburg, Vt.	Maine Central R. R. Co.	20.98	1, 214	22.85	apt. 16.9 by 8 (av.) 11.	12	94.05	1, 973.16			
102018	Whitefield Junction, (n. o.), Jefferson, R. R.	Boston and Maine R. R.	11.68	193	20.07	no apt.	12	42.75	499.32			
102019	Belmont, Tilton, (n. o.)	do.	6.85	143	13.03	do.	12	42.75	292.81			
102020	Franklin, Bristol, (n. o.)	do.	13.36	463	30.18	do.	12	60.71	811.08			
102021	Holliston, (n. o.), Somersworth, (n. o.)	do.	2.87	419	24.30	do.	35	58.14	106.86			
102022	Plymouth, Lincoln, (n. o.)	do.	21.91	980	21.58	apt. 25.9 by 8.10, 2 l.	12.59	84.65	1, 854.08			
102023	Macdoway, Berlin, (n. o.)	do.	21.56	112	20.16	no apt.	12	42.75	921.09			
102025	Quebec Junction (n. o.), North Stratford Co.	Maine Central R. R. Co.	32.46	103	24.77	do.	10.00	42.75	1, 387.66			
102026	Station (n. o.).											
102026	Franklin Junction (n. o.), Tilton, R. R.	Boston and Maine R. R.	5.49	208	23.16	do.	14.90	42.75	224.69			
102027	New Boston, Parkers Station (n. o.).	do.	5.46	102	17.83	do.	12	42.75	232.41			
102028	Vacant.											
VERMONT.												
103001	Wilmington, Vt., Hoosac Tunnel Sta- tion (n. o.), Mass.	Hoosac Tunnel and Wilmington R. R. Co.	24.25	259	8.47	no apt.	6	40.17	1, 119.03			
103002	Windsor, Vt., Rouse Point, N. Y.	Central Vermont R. R. Co.	158.77	11, 215	29.17	r. p. o. cars, 2 l. Wind- sor to St. Albans, 43.6 by 8.11 (av.); authorized 2 l. 40 ft. Windsor to St. Albans; apt. 1 l. Windsor to White River Junction; 1 l. Essex Junction to St. Albans, 25.5 by 7.7 (av.).	44.03	236.84	50	37, 603.08	6, 725.00	
103003	Vacant.											
103004	Brattleboro, Windsor.	Boston and Maine R. R.	40.30	12, 501	28.55	r. p. o. cars, 2 l. 42.5 by 9 (av.); author- ized 2 l. 40 ft.; apt. 1 l. 26.4 by 6.6.	25	250.52	50	12, 350.63	2, 442.00	Covers No. 103005.
103005	Vacant.											
103006	Swanton Junction, Canada Line (n. o.).	Central Vermont R. R. Co.	10.50	4, 926	29.81	no apt.	21.67	109.29		1, 777.51		Route curtailed.
103007	St. Albans, Richford.	do.	28.76	1, 284	17.45	apt. 2.11 by 7	12	97.47		2, 803.27		
103008	Leicester Junction, Vt., Addison Junc- tion, N. Y.	Rutland R. R. Co.	15.84	120	10.60	no apt.	9	42.75		677.10		
103009	Richford, Newport...	Canadian Pacific Rwy. Co.	22.13	600		do.	16	68.40		1, 513.69		

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1897, and also on certain new routes in other States and Territories, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Remarks.
103010	VERMONT—continued. White River Junction, Derby line.	Boston and Maine R. R.	Miles. 111.20	Pounds 7,991	23.26	Feet and inches. r. p. o. cars, 21.42.6 by 9.3 (av.) White River Junction to Newport; author- ized 21.40 ft. White River Junction to Newport.	25.41	Dollars. 202.64	Dollars. 50	Dollars. 22,533.56	Dollars. 5,257.50	Weighted for 30 days from October 7, 1896, unless other- wise noted.
103011	South Lunenburg, Swanton.	.....do.....	118.43	1,520	21.81	apt. 11.16.9 by 8 (av.).	9.68	107.73	12,758.46			
103012	Wells River, Montpelier.	Montpelier and Wells River R. R. Co.	38.89	1,511	25.33	apt. 11.19.7 by 6.8 (av.).	12	106.88	4,156.56			
103013	White River Junction, Woodstock.	Woodstock Rwy. Co.	14.49	518	18.51	no apt.	18	64.13	928.24			
103014	Burlington, Cambridge Junction.	Central Vermont R. R. Co.	34.03	3,424	21.74	r. p. o. cars, 11.50 ft. Burlington to Essex Junction (un- authorized); apt. 3 1.21.5 by 6.9 (av.). apt. 2 1.1. Rutland to North Bennington, 24.6 by 9.9 (av.).	19.48	147.92	5,033.71			
103015	Rutland, Bennington.	Bennington and Rutland Rwy. Co.	58.15	5,674	32.30	apt. 2 1.1. Rutland to North Bennington, 24.6 by 9.9 (av.).	30.91	177.84	10,341.39			
103016	Brattleboro, South Londonderry.	Central Vermont R. R. Co.	36.32	561	12.83	apt. 1 1.10.4 by 7.9....	9	66.69	2,422.18			
103017	Montpelier Junction, (n. o.), Willamstown, North Bennington, State Line (n. o.).	.....do.....	14.97	493	12.50	no apt.	23.58	83.27	947.15			
103018	Bennington and Rutland Rwy. Co.	Bennington and Rutland Rwy. Co.	1.85	6,669	30	apt. 21.24.6 by 7 (av.).	31	186.10	347.93			
103019	Barrs Junction (n. o.).	Montpelier and Wells River R. R. Co.	4.22	18	19.48	no apt.	6	42.75	180.40			
103020	Bristol, New Haven Depot (n. o.).	Bristol R. R. Co.	6.59	278	14.40	.....do.....	12	47.88	315.52			

103021	Bellevue Falls, Burlington.	Rutland R. R. Co....	119.89	7,429	24.79	r. p. o. cars, 50.4 by 9 (av.); authorized 1.40 ft., apt. 1.1, 23.6 by 7.5 (av.).	26.80	194.65	25	23,576.36	2,992.50	
103022	State Line (n. o.), Vt., Hoosick Junction (n. o.), N. Y.	Fitchburg R. R. Co...	5.04	6,703	25.63	apt. 2.1, 24.6 by 7 (av.).	31	188.06	.....	952.35	.....	New from July 1, 1897. Formerly part of 107116.
	MASSACHUSETTS.											
104001	Boston, Mass., Portland, Me.	Boston and Maine R. R.	108.10	57,617	29	r. p. o. 60 by 9.1, 59.1 by 9.1, 41.1 by 8.11; 13 times out and 19 times in (authorized service 2 l. 60 ft. on route 104001, and 41.40 ft. on 104011, which now appears to run over 104001); apt. 19 by 8.5 (av.) 4 l. between Newburyport and Salisbury, 2 l. between Portsmouth and Conway Junction, and 1 l. residue of route.	64.74	732.74	112 1/2	79,209.19	12,161.25	
104002	Boston, West Lynn.	do.	12.10	746	18	no apt.	24.93	74.39	.....	900.11	.....
104003	Beverly, Rockport.	do.	17.83	3,232	34	apt. 20.2 by 8.31	36	145.35	.....	2,591.59	.....
104004	Salem, Marblehead.	do.	4.17	299	25	no apt.	30	49.59	.....	206.79	.....
104005	Salem, Lawrence.	do.	22.41	249	19	do.	24.43	46.17	.....	1,034.66	.....
104006	Ashland, Mass., Vt., Lowell Falls, R. I.	New England R. R. Co.	34.88	141	23	do.	16.25	42.75	.....	1,491.12	.....	Route restated.
104007	Salisbury, Amesbury.	Boston and Maine R. R.	4.09	2,194	23	apt. 17.1 by 8.5, 2.1	48	130.82	.....	535.05	.....
104008	Wenham Depot, Essex.	do.	4.33	105	19	no apt.	15	42.75	.....	185.10	.....
104009	Swampscott Junction, (n. o.), Marblehead.	do.	5.55	190	16	do.	17.50	42.75	.....	237.26	.....
104010	Wakefield, Peabody.	do.	7.92	95	26	do.	13.37	42.75	.....	338.58	.....
104011	Boston, Mass., Portland, Me.	do.	114.73	12,724	27	r. p. o. 41.3 by 8.10, 41.1 by 8.11; 12 out, 6 in (authorized service 2 l. 40 ft., of which 1 l. is run over and paid for on 104001); apt. 17.4 by 8.10 (av.) 4 l. to Wakefield Junction, 2 l. thence to South Lawrence, 1 l. residue.	54.31	253.08	37 1/2	29,035.86	4,302.37	

	Boston, Mass., Albany N. Y.	Boston and Albany R. R. Co.	202.10	111, 105.31	r. p. o. 56.3 by 8.8, 60 by 9.6, 62.2 by 8.10, 55 by 8.8, 60.3 by 8.11, 55 by 8.7, 60 by 8.10, 50 by 8.1, 60 by 8.10, 4.1 to Springfield, field 98.63 m.; 3 l. residue 108.47 m. (authorized 3 l. 60, 31.55 ft., to Spring- field; 2 l. 40, and 1 l. 55 residue); apt. 14.1 by 5.9 (av.), 3 l. over part and 1 l. over part.	90.17, 1, 304.73 (300) (150)	263, 655.93	45, 100.50	r. p. o. \$500 per mile to Springfield, 98.63 m., \$150 per mile residue.
104025									
104026	Millbury Junction (n.o.), Milbury.	do.....	3.25	104.18	no apt.....	12	42.75	138.93	
104027	Auburn Road Station (n.o.), Newton Low- er Falls.	do.....	1.45	115.14	do.....	27	42.75	61.98	
104028	South Framingham, Milford.	do.....	12.48	861.25	do.....	32	79.52	992.40	
104029	Pittsfield, North Ad- ams.	do.....	21.35	1,137.26	apt. 17.1 by 8.8, 2 l.....	30	90.63	1,934.95	
104030	Palmer, Winchendon.	do.....	48.45	241.24	no apt.....	15.24	45.32	2,195.75	
104031	North Brookfield, East Brookfield.	do.....	4.46	376.23	do.....	33	54.72	244.05	
104032	Harrison Square (n.o.), Mattapan.	New York, New Ha- ven and Hartford R. R. Co.	4.23	687.16	do.....	7.50	67.55	285.7	
104033	Cook Street Station (n.o.), Woonsocket, R. I.	New England R. R. Co.	28.84	1,144.21	apt. 12.6 by 6.4, 2 l.....	18.71	91.49	2,638.57	Route restated.
104034	North Grafton Station (n.o.), Milford.	Grafton and Upton R. R. Co.	16.44	502.20	no apt.....	24	64.13	1,054.29	
104035	Vacant.				do.....	34.48 {	72.68 {	2,498.83	2.75 miles, between Islington Junction (n.o.) and Norwood Central (n.o.); lap service over route 106907, at \$7.70 per mile.
104036	Boston, Attleboro.....	New York, New Ha- ven and Hartford R. R. Co.	36.84	704.24	do.....	34.50	61.56	259.10	
104037	Canton Junction (n. o.), Stoughton.	do.....	4.21	468.21	r. p. o. 40 by 8.10, 2 l. 120 miles (1 l. only authorized.)	37.74	190.67	22,901.57	Route restated.
104038	Boston, Provincetown.	do.....	120.11	6,863.27		25		3,000.00	

Do.

104053	South Ashburnham, Mass., Bellows Falls, Vt.	Fitchburg R. R. Co.	54	5,861	27.10	r. p. o. cars, 1 l. 50.4 by 8.1; authorized 1 l. 40 ft.; apt. 1 l. 21 by 6.10.	27.50	179.55	25	9,065.70	1,340.50	.....
104056	South Vernon Junction (n. o.), Mass., Keene, N. H.	Boston and Maine R. R.	24.15	948	26.00	apt. 2 l. 5 by 7.....	12.50	73.06	.....	1,992.63	.....	.....
104057	Worcester Station (n. o.), Winchendon, Winchendon, Mass., Peterboro, N. H.	Fitchburg R. R. Co.	24.42	1,931	23.42	apt. 2 l. 15.4 by 2.10 (av.).	25.02	120.56	.....	4,390.79	.....	.....
104058	Vacant.	.....do.....	16.37	922	24.04	apt. 2 l. 15.4 by 2.10 (av.).	12	84.05	.....	1,385.72	.....	.....
104059	Vacant.	.....do.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
104061	Brattleboro, Vt., New London, Conn.	Central Vermont R. R. Co.	121.37	3,030	25.37	r. p. o. cars, 2 l. 42.5 by 8 (av.), Brattleboro to South Vermont Junction (n. o.), Mass.; authorized 2 l. 40 ft., Brattleboro, Vt., to South Vermont Junction (n. o.), Mass.; apt. 2 l. 1, Brattleboro to South Vermont Junction (n. o.), Mass., and Palmer to New London, 1 l. rest due; 19.11 by 6.6 (av.).	23.19	142.79	50	17,330.42	500.00	.....
104063	Lawrence, Mass., Manchester, N. H.	Boston and Maine R. R. Co.	27.30	1,604	23.70	apt. 2 l. 13.6 by 9.2 (av.).	23.96	111.15	.....	3,064.39	.....	.....
104064	Brattleboro, N. H., Kingston Station (n. o.), Kingston Station (n. o.), East Milton, Spencer, South Spencerville, N. H.	New York, New England and Hartford R. R. Co.	32.18	1,878	21.40	no apt.....	25.23	122.37	.....	3,934.64	.....	.....
104065	Attatur, East Milton, Spencer, South Spencerville, N. H.	.....do.....	2.13	71	27.06	do.....	18	42.75	.....	91.05	.....	.....
104066	Springfield, Athol, Holyoke, Westfield, Fitchburg, R. R. Co.	Boston and Albany R. R. Co.	2.39	359	18.44	do.....	30.50	53.87	.....	123.74	.....	.....
104067	Springfield, Athol, Holyoke, Westfield, Fitchburg, R. R. Co.	Boston and Albany R. R. Co.	49.84	14,550	27.23	r. p. o. cars, 2 l. 42.7 by 8.6 (av.), authorized 2 l. 40 ft.; apt. 1 l. 23.4 by 6.6.	44.83	272.75	50	13,593.98	2,492.00	.....
104068	Springfield, Athol, Holyoke, Westfield, Fitchburg, R. R. Co.	Boston and Albany R. R. Co.	47.93	762	23.57	apt. 1 l. 10.11 by 6.4.....	12	75.24	.....	3,803.25	.....	.....
104069	Springfield, Athol, Holyoke, Westfield, Fitchburg, R. R. Co.	New York, New England and Hartford R. R. Co.	10.82	283	29.46	no apt.....	13	47.88	.....	494.12	.....	.....
104070	Ashburnham Junction (n. o.), Ashburnham.	Fitchburg R. R. Co.	2.72	183	19.35	do.....	24	42.75	.....	116.28	.....	.....

104085	Montvale Junction (n. o.), Stonham.	.....do.....	2.52	407	14.11	.....do.....	49	57.29	144.37	.....
104086	Chicopee Junction (n. o.), Chicopee Falls.	.....do.....	2.46	556	14.14	.....do.....	33.67	65.84	161.96	.....
104087	Stannusook Junction (n. o.), St. Ann's, Brookline, N. H.	.....do.....	13.51	81	29.08	.....do.....	15	42.75	577.55	.....
104088	Plymouth, N. H., East Taunton Junction (n. o.).	New York, New Haven and Hartford R. Co.	24.24	243	32.11	.....do.....	18.24	45.32	1,098.55	Covers part 104048.
104089	Pesody, North Road, R. R.	Boston and Maine R. R.	9.56	113	25.41	.....do.....	18	42.75	408.69	.....
104090	North Cambridge Junction (n. o.), Wellesham.	Fitchburg R. R. Co.	6.79	453	19.74	.....do.....	43	60.71	412.22	.....
104091	Vacant.	.....							
104092	Vacant.	.....							
104093	Vacant.	.....							
104094	Vacant.	.....							
104095	Marlboro Junction (n. o.), Marlboro.	New York, New Haven and Hartford R. R. Co.	1.70	705	20.44	.....do.....	8	72.68	123.55	New from July 1, 1897; formerly part of 104061.
RHODE ISLAND.										
105001	Providence, R. I., Worcester Station (n. o.), Mass.	New York, New Haven and Hartford R. R. Co.	43.66	4,008	26 apt. 16.5 by 7.8 (av.), 21	.....do.....	98.19	156.47	6,834.60	.....
105002	Vacant.	.....							
105003	Providence, R. I., Willimantic, Conn.	New England R. R. Co.	58.63	1,463	25 apt. 20.2 by 9.2, 11	.....do.....	17.71	105.17	6,166.11	.....
105004	Providence, Bristol.	New York, New Haven and Hartford R. R. Co.	14.86	1,163	24 no apt.	.....do.....	34.17	92.84	1,372.17	.....
105005	Warren, Fall River.	.....do.....	10.02	812	26	.....do.....	33.50	76.95	771.03	.....
105006	Providence, Pascoag.	New England R. R. Co.	23.17	1,454	22 apt. 12.6 by 6.4, 21	.....do.....	15.51	104.31	2,416.86	.....
105007	West Kingston, Narragansett Pier.	Narragansett Pier R. R. Co.	9.18	550	21 no apt.	.....do.....	24	65.84	604.41	.....
105008	Auburn, Hope.	New York, New Haven and Hartford R. R. Co.	10.78	324	18	.....do.....	28.10	51.30	553.01	.....
105009	Wood River Junction (n. o.), Hope Valley.	Wood River Branch R. R. Co.	5.58	273	29	.....do.....	18	47.98	267.17	.....
105010	Auburn, Buttonwoods.	New York, New Haven and Hartford R. R. Co.	9.62	74	16	.....do.....	13	42.75	411.25	.....
105011	Woonsocket, Harrisville.	New England R. R. Co.	12.01	107	19	.....do.....	14.18	42.75	513.43	.....

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1897, and also on certain new routes in other States and Territories, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mail carried over day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighted for 30 days from October 7, 1897, unless otherwise noted.	Remarks.
CONNECTICUT.													
106001	Norwich Conn., Worcester, Mass.	New England R. R. Co.	59.48	2,638	23.51	apt. 18 by 8.8 (av.), 21.	30.81	Dollars. 186.80	Dollars. 8,136.86				
106002	New Britain, Middletown.	New York, New Haven and Hartford R. R. Co.	14.26	417	17.72	no apt.	32.63	58.14	829.07				Covers route 106003.
106003	Vacant.	.....do.....											
106004	New York, N. Y., Boston, Mass.	.....do.....	230.05	102,412	32.32	r. p. o. 5 l. 60 ft. and 3 l. 55 ft., New York to New Haven, 72.78 m., and 2½ l. 60 ft. and 1 l. 55 ft., New Haven to Boston, 157.27 m. Cars authorized: 4 l. 60 ft., 3 l. 55 ft. and 1 l. 50 ft., New York to New Haven; 2½ l. 60 ft. and 1 l. 55 ft. residue: apt. 20.4 by 7.7 (av.), 31, 31½, and 1 l. over different parts of route.	124.57	211.54	276,714.77	55,006.45			r. p. o. \$390 per m., 72.78 m., New York to New Haven; \$175 per m., 157.27 m., New Haven to Boston. Covers routes 104085, 105002, and part of route 106005.
106005	New Haven, Conn., Springfield, Mass.	.....do.....	62.50	72,405	31.24	r. p. o. 3 l. 60 ft. and 2 l. 55 ft. Cars authorized: 1 l. 60 ft., 2 l. 55 ft., and 1 l. 50 ft.; apt. 33 by 8.2 l. no apt.	37.58	890.91	190	55,681.87	11,375.00		Route curtailed; part covered by route 106004.
106006	Waterbury, Water-town.	.....do.....	6.42	372	18.06	no apt.	15	54.72	351.20				

		New England R. R. Co.	214.76	8,885	28.90	r. p. o. § 1.00 ft. between Boston and Willimantic.	28.55	212.04	25	45,537.71	2,133.75	r. p. o. cars run only one way between Boston and Willimantic.
106007	Boston, Mass., Hopewell Junction, N. Y.	Co.										
106008	Vernon, Melrose, New Canaan, Stamford Station (n. o.).	do.	12.94	223	19.08	no apt.	19.20	43.61		564.31		
106009	New Haven, Conn., Shelburne Falls, Mass.	New York, New Haven and Hartford R. R. Co.	7.96	862	23.24	do.	24	53.87		428.86		
106010	New Haven, Conn., Shelburne Falls, Mass.	do.	100.32	2,754	28.70	apt. 14.8 by 6.7 (av.), 2 l.	16.61	138.51		12,894.70		Covers route 104003.
106011	Naugatuck Junction (n. o.), Winsted.	do.	87.11	3,879	22.42	apt. 15 by 7, 2 l.	27.24	147.06		8,398.59		Route curtailed.
106012	Bridgeport, Conn., Pittsfield, Mass.	do.	111.41	3,074	27.64	apt. 20 by 8, 1 l. over entire route and additional line over part of route.	29.00	142.79		15,903.23		
106013	South Norwalk, Brookfield Junction (n. o.).	do.	29.70	4,090	26.30	apt. 12.6 by 6.6, 1 l. over entire route and additional line over part of route.	42.95	187.32		4,672.40		Covers route 106022.
106014	New Haven, Willimantic.	do.	54.11	16,195	28.37	r. p. o. § 1.60 ft.; apt. 12.6 by 6.4 (av.), 2 l.	23.66	289.85	25	15,683.78	1,850.00	r. p. o. cars run only one way.
106015	Hartford, Saybrook Point.	do.	45.56	1,904	22.86	apt. 10.10 by 6.9 (av.), 2 l.	24.50	123.98		5,648.52		
106016	Hartford, Conn., Springfield, Mass.	New England R. R. Co.	31.75	933	24.06	apt. 10.11 by 6.4, 2 l.	12	82.08		2,604.04		Route curtailed.
106017	Derby Junction (n. o.), Ansonia.	New York, New Haven and Hartford R. R. Co.	2.48	674	18.27	no apt.	43	70.97		176.00		
106018	Hartford, Conn., Rhinecliff, N. Y.	Philadelphia, Reading and New England R. R. Co.	110.82	1,077	23.62	apt. 10.6 by 6.7 (av.), 2 l. over part of route, 1 l. over rest due.	11.63	88.07		9,759.91		
106019	Litchfield, Bethel.	Shepang, Litchfield and Northern R. R. Co.	38.95	486	23.06	apt. 9 by 6, 1 l.	12	63.27		2,483.10		Covers route 106024.
106020	Turnerville, Colchester.	New York, New Haven and Hartford R. R. Co.	4.53	255	24.54	no apt.	27	46.17		208.15		
106021	Farmington Station (n. o.), New Hartford.	do.	14.30	946	25.95	apt. 10 by 6.10, 2 l.	18.93	82.94		1,184.04		
106022	Vacant.	do.										
106023	Branchville, Ridgefield.	do.										
106024	Vacant.	do.	4.28	308	17.29	no apt.	21	50.45		215.92		

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1897, and also on certain new routes in other States and Territories, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mail carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighted for 30 days from October 7, 1896, unless otherwise noted.	Remarks.
	CONNECTICUT—cont'd.												
106025	Windsor Locks, Suff. field.	New York, New Haven and Hartford R. R. Co.	Miles. 4.78	Pounds. 264	18.12	no apt.	27	Dollars. 47.03	Dollars. 224.80	Dollars. 224.80			
106026	New Haven, Botsford.	do.	24.19	1,656	27.87	apt. 20 by 8, 1 l.	25.57	112.86	2,730.08				Covers part of route 106017.
107001	New York, Dunkirk..	Edie R. R. Co.	459.88	25,093	31	r. p. o. 21.50 by 9; 1 l. 65.4 by 9.2 to Rutherford June. (n. o.), 9.61 m.; 21.50 by 9; 1.85.4 by 9.2, thence to Ridgewood Junction. (n. o.), 41.13 m.; 2 l. 50 by 9; 1.85.4 by 9.2, thence to Hornellsville 311.19 m.; 1 l. 50 by 9; 1 l. 65.4 by 9.2, thence to Salamanca 61.33 m. and 1 l. 50 by 9, thence to Dunkirk 46.72 m. apt. 19.1 (av.), 4 l., Jersey City to Port Jervis, 1 l., Elmira to Corning and Hornellsville to Dunkirk.	48.91	385.61	130	177,334.92	51,983.15		r. p. o. pay \$130 per mile for 2.61 miles, from New York to Rutherford Junction (n. o.); \$105 per mile for 11.13 miles thence to Ridgewood Junction (n. o.); \$130 per mile for 311.19 miles, thence to Hornellsville; \$90 per mile for 61.33 miles, thence to Salamanca, and \$40 per mile for 46.72 miles, thence to Dunkirk.
107002	Tallman, Sparkill.	do.	12.89	223	21	no apt.	12	43.61		562.13			
107003	Buffalo, Station A, Niagara Falls.	do.	27.14	894	23	do.	9.55	80.87		2,181.24			
107004	Newburgh, Greycourt.	do.	19.13	518	23	do.	30.66	64.13		1,226.80			

No.	Name	Company	Capital Paid	Surplus	Total Assets	Total Liabilities	Total Equity
107006	Rochester, Corning...	do.	94.80	1,956.28	apt. 20 by 9.11.....	23.67	125.69
107007	Mount Morris, Attle...	do.	50.96	1,021.26	apt. 20 by 9.4.11.....	14.07	86.36
107008	Dresden Park, Yau...	Fall Brook Ry. Co.	6.46	1,140.16	no apt.	12	43.75
107009	Buffalo, Hornellville...	Erie R. R. Co.	92.47	9,828.26	r.p.d. 60 by 9.11..... r.p.d. 20.1 by 9.2 (av.) 21	31.66	217.17
107010	Montgomery, Pine Is-	do.	22.30	361.24	apt. 17.5 by 6.9 (av.), 11	19.41	48.74
107011	Vacant	New York Central and Hudson River R. R. Co.	439.52	250,449.39	r.p.d. 60 by 9.10; apt. 24.3 by 9 (av.); 21; New York to Allegheny by and Utica to Rome.	109.38	2,764.14
107012	Troy, Schenectady...	do.	20.44	2,522.25	no apt.	29.07	135.00
107013	Syracuse, Rochester...	do.	102.38	6,081.27	apt. 25.2 by 9.4.21.....	39.13	182.12
107014	Canaandaigua, Tonawanda.	do.	83.47	480.32	apt. 17.2 by 7.6 (av.) 1 l. over part of route.	11.84	62.42
107015	Lockport Junction (n.o.), Tonawanda.	do.	11.48	1,746.30	no apt.	28.50	117.14
107016	Buffalo, Lawiston...	do.	29.22	15,781.26	apt. 18 by 9 (av.); 3 l. to Mack Rock; 1 l. thence to Niagara Falls, and 3 l. thence to Station A, Niag- ara Falls.	89.49	285.57
107017	New York (One hun- dred and fifty-fifth st.), Brevster.	do.	54.29	706.27	apt. 14.4 by 7.9 (av.), 21	17.08	72.68
107018	Rochester, Niagara Falls.	do.	77.56	7,136.27	apt. 22.8 by 9.2 l.....	32.14	193.23
107019	Dunkirk, Titusville, Pa.	do.	91.47	1,046.25	apt. 12 by 9 (av.), 1 l..	13	91.49
107020	Albany Junction (n.o.), Troy.	Delaware and Hud- son Canal Co.	5.86	3,889.23	apt. 24.5 by 9.2 l., Green Island Depot to Troy.	35.88	154.76
107021	Rochester, Charlotte...	New York Central and Hudson River R. R. Co.	9.36	94.22	no apt.	16.08	42.75
107022	New York, Chatham...	do.	127.12	3,493.31	apt. 18 by 9.3 (av.), 21.	29.08	148.77
107023	Goldenbridge, Maho- pac.	do.	7.85	45.21	no apt.	8.79	42.75
107024	Eaglebridge, Rutland, Vt.	Delaware and Hud- son Canal Co.	62.91	1,527.27	apt. 22.10 by 7.8 (av.), 1 l. to Castleton, 2 l. residue.	19.43	107.73
107025	Schenectady, Ballston Spa.	do.	15.24	590.38	no apt.	18	67.55
107026	Albany, Rouse Point...	do.	191.36	12,640.28	apt. 29.6 by 9.3 l. part, 2 l. residue.	31.93	252.23
107027	Cobleskill, Cherry Valley.	do.	22.86	336.17	no apt.	13	52.16

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1897, and also on certain new routes in other States and Territories, etc.—Continued.

No. of route.	State and terminl.	Corporate title of company.	Length of route.	Average weight of entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighted for 30 days from October 7, 1896, unless otherwise noted.	Remarks.
NEW YORK—cont'd.													
107028	Albany, Binghamton...	Delaware and Hudson Canal Co.	Miles. Pounds 143.07 4,581 29			apt. 23.6 by 9, 21.....	33.51	Dollars. 135.05	Dollars. 23,613.70				
107029	South Junction (n. o.), Ausable Forks.....	do.	19.87 401 18			no apt.....	12	56.43	1,083.04				
107030	Delanson, Schenectady.....	do.	15.40 259 17			do.....	12	45.17	711.01				
107031	Nineveh Junction, Jefferson Junction (n. o.).....	do.	22.01 451 30			apt. 10.9 by 6.9 (av.), 11	7.80	59.86	1,317.23				
107032	Fort Edward, Lake George.....	do.	15.05 833 20			no apt.....	23.16	80.37	1,209.56				
107033	West Chazy, Moores.....	do.	10.63 32 25			do.....	6	42.75	456.57				
107034	Station A, Niagara Falls, Richland.....	New York Central and Hudson River R. R. Co.	180.49 1,675 25			apt. 22.6 by 9, 21 over part, 1 l. residue.	14.15	113.72	20,525.32				
107035	Watertown, Cape Vincent.....	do.	23.83 532 27			no apt.....	15	64.98	1,678.43				
107036	Rome, Ogdensburg.....	do.	142.06 5,215 23			apt. 25 by 9, 21 to De- kalb Junction.	18.42	172.71	24,535.18				
107037	Syracuse, Pulaski.....	do.	37.98 1,832 23			apt. 25 by 9, 11.....	19	120.56	4,578.86				
107038	Watertown, Sackett Harbor.....	do.	12.55 332 24			no apt.....	12	53.87	676.06				
107040	Vacant.....	do.											
107041	Utica, Chenango Forks and West- ern R. R. Co.	Delaware, Lake- wards and West- ern R. R. Co.	83.76 2,808 27			apt. 19.6 by 9, 11.....	25.20	140.23	11,744.82				
107042	Owego, Ithaca.....	do.	35.10 1,255 31			apt. 10.7 by 7, 11.....	16	96.76	2,361.17				
107043	Richfield Junction (n. o.), Richfield Springs.....	do.	22.01 770 23			no apt.....	15	75.24	1,656.03				
107044	Oyster Bay, Hemp- stead.....	Long Island R. R. Co.	17.09 1,327 27			apt. 14 by 8.9, 21. Oys- ter Bay to Mineola.	18.95	99.18	1,694.98			1897. May 12	Route restated.

			95.02	3,346.29	apt. 18.3 by 8.5 (av.), 1 l. over entire route, } additional apt. 20 by 8.5 2 l.	26.84	147.06	13,973.64	.....do.....
107045	Long Island City, Greenport.	.....do.....							.....do.....
107046	Hicksville, Wading River.	.....do.....	44.89	1,430.26		12	103.46	4,644.31	.....do.....
107047	Conesus Lake Junction (n. o.), Lake- ville.	Erie R. R. Co.	1.54	58.20	no apt.	12	42.75	65.83	.....do.....
107048	Oswego, Cornwall Station (n. o.).	New York, Ontario and Western Rwy. Co.	272.90	2,241.24	apt. 18.10 by 7.1 l (av.), 1 l. to Koscoe, 2 l. residue.	19.06	131.67	35,982.74	.....do.....
107049	Gouverneur, Edwards.	Co. York Central R. R. Co.	15.25	207.19	no apt.	12	42.75	651.93	.....do.....
107050	Walton, Delhi	New York, Ontario and Western Rwy. Co.	17.33	411.20	.....do.....	19	57.29	992.83	.....do.....
107051	Clinton, Rome	.....do.....	13.56	234.16	.....do.....	12	44.46	602.87	.....do.....
107052	Mt. Tupper Lake	Northern New York R. R. Co.	54.54	180.20	apt. 7.0 by 6.5 (av.), 1 l. to Brandon	8.02	42.75	2,331.58	May 12
107053	Rouse Point, Ogdens- burg.	Ogdensburg and Lake Champlain R. R. Co.	118.97	1,603.28	apt. 25.6 by 8.4 (av.), 1 l.	12	111.15	13,223.51	.....do.....
107054	Chatham, Bennington.	.....do.....							No distance circular and not readjusted; discontinued Aug. 21, 1897.
107055	Schoharie, Middleburg	Middleburg and Schoharie R. R. Co.	6.06	358.19	no apt.	18	53.87	323.45	.....do.....
107056	Schoharie Junction (n. o.), Schoharie	Schoharie Valley Rwy. Co.	4.91	593.19	.....do.....	18	67.55	331.67	.....do.....
107057	Utica, Randallville	New York, Ontario and Western Rwy. Co.	31.10	1,214.21	apt. 15.8 by 7.1 (av.), 2 l.	18	94.08	2,924.96	.....do.....
107058	Buffalo, N. Y., Em- porium, Pa.	Western New York and Pennsylvania Rwy. Co.	121.41	2,583.26	apt. 18 by 9.3 (av.), 3 l. over part, 1 l. res. due.	13.16	135.96	16,506.66	.....do.....
107059	Swain, Angelica	Central New York and Western R. R. Co.	18.63	82.14	no apt.	12	42.75	796.43	.....do.....
107060	Hartlot, Skaneateles.	Skaneateles R. R. Co.	5.06	1,863.15	.....do.....	15	122.27	618.68	.....do.....
107061	Buffalo, N. Y., Oil City, Pa.	Western New York and Pennsylvania Rwy. Co.	137.65	6,617.26	apt. 25 by 9.2 l.	25.40	188.10	25,891.96	.....do.....
107062	New York (foot of Whitehall street), Mariner Harbor.	Staten Island Rapid Transit R. R. Co.	9.90	2,462.18	apt. 10.3 by 8.3 (av.), 4 l. to St. George (n. o.).	32.90	134.24	1,828.97	.....do.....
107063	Canandaigua, Elmira.	Northern Central Rwy. Co.	60.22	5,618.30	apt. 21 by 9.1 l.	25	176.99	12,351.24	.....do.....

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1897, and also on certain new routes in other States and Territories, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mail carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighted for 30 days from October 7, 1897, unless otherwise noted.	Remarks.
NEW YORK—cont'd.													
107064	Binghamton, Oswego.	Delaware, Lackawanna and Western R. R. Co.	Miles, 114.50	Pounds, 5,110	30	Feet and inches, apt. 21.2 by 9 (av.), 3 l. over part, 2 l. residue.	25.35	Dollars, 171.86	Dollars, 19,877.97	Dollars, 1897.			
107065	Saranac Lake, New-man.	Chateaugay R. R. Co.	10.36	91	30	no apt.	18	42.75	442.39	May 12			
107066	Rouse Point, Canada Line (n. o.).	Champlain and St. Lawrence R. R. Co.	2.17	4,890	30	do	24.60	169.29	367.35				
107067	Niverville, Hudson...	Kinderhook and Hudson Rwy.	18.68	277	17	do	18	47.88	892.00				
107068	St. George (n. o.), Tottenville.	Staten Island Rapid Transit R. R. Co.	14.82	1,055	19	do	38.25	87.21	1,292.45				
107069	Hudson, Chatham...	Boston and Albany R. R. Co.	17.81	211	25	do	18	42.75	761.37				
107070	Silver Lake Junction (n. o.), Perry.	Silver Lake Rwy. Co.	8.23	419	21	do	12	58.14	477.91				
107071	Syracuse, Earlville...	New York Central and Hudson River R. R. Co.	43.86	593	18	apt. 18.3 by 8.8 (av.), 1 l.	13.87	67.55	2,962.74				
107072	Geneva, N. Y., Sayre, Pa.	Lehigh Valley R. R. Co.	76.73	4,614	23	r. p. o. 60 by 8.10 (40 ft. authorized), 1 l. between Geneva Junction (n. o.) and Geneva 2.37 m. and between Van Etten Junction (n. o.) and Sayre 14.78 m.; apt. 22.6 by 8.3. 2 l. part, 1 l. residue.	24.53	165.02	25	12,461.98	428.75		r. p. o. on 17.15 miles only.
107073	Station R. Kingston, Bloomville.	Utter and Delaware R. R. Co.	86.56	2,103	24	apt. 20 by 8.10, 3 l.	19	129.11	11,175.76			(a)	
107074	Vails Gate Junction (n. o.), Newburg Junction (n. o.).	Erle R. R. Co.	12.64	296	20	no apt.	28.80	49.59	698.81				

107075	Canastota, South Bay.	Lehigh Valley R. R. Co.	6.19	80 ¹ 27	.....do	13	42.75	264.62	.....
107076	Vacant.	Fitchburg R. R. Co.	13.16	262 22	.....do	12	47.03	613.91	May 12
107077	Saratoga Springs, Schuylersville.	Port Jervis, Monticello and New York R. R. Co.	24.94	482 20	.....do	12	62.42	1,556.75	.....
107078	Poughkeepsie, Boston Corner.	Poughkeepsie and Eastern Rwy. Co.	36.63	334 ¹ 21	apt. 9 by 17, 1 l.	8.90	52.16	1,910.62	.....
107080	Canastota, Elmira....	Lehigh Valley R. R. Co.	113.60	1,283 26	apt. 16.10 by 9 (av.), 1 l.	19.84	97.47	11,556.94	.....
107081	Fonda, Northville....	Fonda, Johnstown and Gloversville R. R. Co.	26.81	1,250 20	apt. 14.8 by 6.8 (av.), 2 l.	18.93	95.76	2,567.32	.....
107082	Johnsonville, Greenwich.	Greenwich and Johnsonville Rwy. Co.	15.48	398 21	no apt.	18	56.43	870.71	.....
107083	Montgomery, Kingston.	Walkill Valley R. R. Co.	33.21	1,300 24	apt. 16.5 by 8.9 (av.), 1 l.	12.25	97.47	3,236.97	.....
107084	Sayre, Pa., North Fairhaven, N. Y.	Lehigh Valley R. R. Co.	117.86	1,249 28	apt. 14.1 by 7.8 (av.), 2 l. to Auburn, 1 l. residue.	15.15	95.76	11,296.27	.....
107085	Dutchess Junction, Millerton.	Newburg, Dutchess and Connecticut R. R. Co.	59.04	713 16	apt. 13.6 by 6.4 (av.), 1 l.	11.50	72.68	4,291.02	.....
107086	Cooperstown, Davenport Center.	Cooperstown and Charlotte Valley R. R. Co.	25.83	536 20	no apt.	13.97	64.98	1,678.43	.....
107087	Utica, Watertown....	New York Central and Hudson River R. R. Co.	91.90	4,417 27	apt. 21.4 by 8.8 (av.), 3 l. to Remsen, 2 l. thence to Carthage, 1 l. residue.	23.15	162.45	14,929.15	.....
107088	Carthage, Ogdensburg	.....do	60.79	2,509 22	apt. 22.6 by 8.7 (av.), 1 l.	16.21	135.09	8,212.12	.....
107089	Auburn, Ithaca.....	Lehigh Valley R. R. Co.	44.92	727 27	apt. 16 by 9.1 l.	8.26	73.53	3,392.96	.....
107090	Sodus Point, Stanley..	Northern Central Rwy. Co.	33.56	174 23	apt. 8.5 by 6.6 l.	8.95	42.75	1,434.69	.....
107091	Buffalo, Jamestown....	Erie R. R. Co.	60.68	2,062 28	apt. 17.6 by 9.1 (av.), 2 l.	21.90	129.11	8,918.91	.....
107092	Pinebush, Middletown	.....do	13.73	212 14	no apt.	12	43.01	568.76	May 12
107093	Long Island City, Sag Harbor.	Long Island R. R. Co.	99.45	4,716 27	apt. 16.4 by 8.9 (av.), 2 l. over entire route, and additional over period of route.	35.95	166.78	16,581.29	.....
107094	Winfield Junction, Thomaston.	.....do	10.16	2,019 26	apt. 13.10 by 6.3 l.	50.09	128.25	1,303.02	do

a Sixty days from May 12, 1897.

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1897, and also on certain new routes in other States and Territories, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mail carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighted for 30 days from October 7, 1896, unless otherwise noted.	Remarks.
	NEW YORK—cont'd.		Miles.	Pounds.		Feet and inches.		Dollars.	Dollars.	Dollars.	Dollars.	1897.	
107005	Saratoga Springs, North Creek.	Adirondack Rwy. Co.	57.06	831 24		apt. 20.6 by 7.9 (av.), 1 l.	8.99	82.08	.....	4,085.12	.....	May 12	
107006	Bath, Hammondsport.	Bath and Hammondsport R.R. Co.	10.05	382 20		no apt.	18	55.53	.....	558.57	.....	
107007	Silver Lake Junction (n.o.), Silver Springs.	Baldwin, Rochester and Pittsburg Rwy. Co.	1.08	29 13		do	12	42.75	.....	46.17	.....	
107008	Whitehall, Castleton.	Delaware and Hudson Canal Co.	13.38	3,221 31		apt. 25 by 9, 2 l.	21.11	145.35	.....	1,944.78	.....	
107009	Vacant.	Long Island R.R. Co.	5.39	563 23		apt. 17.10 by 8.9, 1 l.	18	66.63	.....	359.45	.....	May 12	
107100	Valley Stream, Far Rockaway.	New York, Ontario and Western Rwy. Co.	32.20	554 16		apt. 15 by 6.10, 1 l.	15	65.84	.....	2,120.04	.....	
107101	Sidney, Edineston.												
107102	Rochester, N. Y., Watson, Pa.	Buffalo, Rochester and Pittsburg Rwy. Co.	238.87	1,366 23		apt. 20 by 9, 1 l. to Watson, 2 l. thence to Bradford, 1 l. thence to Mount Jewett, and 2 l. thence to Punxsutawney.	13.43	100.89	.....	24,002.59	.....	
107103	Lyons, N. Y., Williamsport, Pa.	Fall Brook Rwy. Co.	186.85	1,754 28		apt. 14.4 by 9.1 (av.), 2 l. residue, 2 l. to Jersey Shore.	16.07	117.14	.....	21,887.60	.....	
107104	New City, New York.	New Jersey and New York R.R. Co.	4.23	53 15		no apt.	15	42.75	.....	180.40	.....	
107105	Plattsburg, Saranac Lake.	Chateaugay R.R. Co.	73.62	536 20		apt. 12.3 by 8, 1 l.	12	67.55	.....	4,973.03	.....	May 12	
107106	Albany, Troy.	New York Central and Hudson River R.R. Co.	7.22	13,078 20		no apt.	77.98	254.50	.....	1,851.93	.....	

			4.68	18 25	.....do.....	6	42.75	.....	200.07	.....
107107	Mechanicville, Raynolds.	Fitchburg R. R. Co..	410.09	6,815 23	apt. 20.6 by 8.8 (av.) over part of route.	41.78	180.81	.....	77,838.18	.....
107108	Hoboken, N. J., Buffalo, N. Y.	Delaware, Lackawanna and Western R. R. Co.	24.78	5,982 19	no apt.....	20.90	181.26	.....	4,491.62	.....
107109	New Rochelle, N. Y., Jersey City (Pennsylvania R. R. station), N. J.	New York, New Haven and Hartford R. R. Co.									
107110	Vacant.	Long Island R. R. Co.	3.87	448 26	.....do.....	27	86.85	.....	231.61	.....	May 12
107111	Stewart Junction (n. o.), Hempstead Crossing (n. o.).	New York, Ontario and Western Rwy. Co.	8.21	429 23	.....do.....	24	59.00	.....	484.39	.....
107112	Summitville, Ellenville	Delaware and Hudson Canal Co.	.78	16,023 21	apt. 28.6 by 9 (av.), 1.1.	1.136	288.14	.....	224.74	.....
107114	West Troy Junction (n. o.), Green Island Depot (n. o.).	New York Central and Hudson River R. R. Co.	16.08	320 27	no apt.....	12	51.80	.....	823.96	.....
107115	Theresa Junction (n. o.), Clayton.	Long Island R. R. Co.	5.92	18 21	.....do.....	6	42.75	.....	253.08	.....	May 12
107116	Vacant.	Stony Clove and Catskill Mountain R. R. Co.	14.45	637 17	.....do.....	18.84	80.26	.....	1,000.80	.....	(a)
107117	Manor Junction (n. o.), Eastport Junction (n. o.).	New York Central and Hudson River R. R. Co.	174.25	1,864 24	apt. 17.11 by 7.3 (av.), 2 1. between Remsen and Malone, 1.1. residue.	7.97	122.27	.....	21,305.54	.....
107118	Phonocla, Hunter....	Long Island R. R. Co.	4.20	393 24	no apt.....	27.87	56.43	.....	237.00	.....	May 12
107119	Herkimer, Malone....	Fitchburg R. R. Co..	14.74	335 22	.....do.....	12	52.16	.....	768.83	.....	do
107120	Whitestone Junction (n. o.), Whitestone, Mechanicville, Schuylerville Junction (n. o.).	Addison and Pennsylvania Rwy. Co.	46.43	584 22	apt. 14.9 by 6.10, 1.1....	12.97	67.55	.....	3,136.34	.....
107122	Addison, N. Y., Galeton, Pa.	Western New York and Pennsylvania Rwy. Co.	99.36	913 24	apt. 16 by 8.10, 1.1....	12	81.23	.....	8,071.01	.....
107123	Rochester, Hinsdale..	Long Island R. R. Co.	9.81	1,438 23	apt. 12 by 6.7, 3.1....	59.03	103.46	.....	1,011.94	.....	May 12
107124	Brooklyn, Jamaica....	New England R. R. Co.	13.71	1,829 26	apt. 20.7 by 8.10 (av.), 1.1.	6	63.27	.....	801.43	.....	Lap service over route 107083.
107125	Hopewell Junction, Fishkill on the Hudson.										

a Sixty days from May 12, 1897.

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1897, and also on certain new routes in other States and Territories, etc.—Continued.

No. of route.	State and terminal.	Corporate title of company.	Length of route.	Average weight of mail carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighted for 30 days from October 1, 1896, unless otherwise noted.	Remarks.
			Miles.	Pounds.		Feet and inches.		Dollars.	Dollars.	Dollars.	Dollars.	1897.	
107126	NEW YORK—cont'd. Buffalo, Black Rock (n. o.), (N. Y. C. & H. R. R. station).	Grand Trunk Rwy. Co., of Canada.	3.50	405	18	no apt.	9	63.27	221.44	221.44	.....	.....
107127	Vacant.					.....do	21	43.61	.....	244.21	.....	.....
107128	Hart Corners, Wiltard.	Lehigh Valley R. R. Co.	5.60	218	12	.....do	33.06	166.73	.....	23,759.02	.....	.....
107129	New York, Albany...	New York Central and Hudson River R. R. Co.	142.50	4,750	28	spt. 20 by 9, 2 l. from Weehawken to Albany.	17.04	95.76	.....	4,619.46	.....	.....
107130	Buffalo (Exchange Street Station), West.	Buffalo, Rochester and Pittsburgh Rwy. Co.	48.24	1,250	24	spt. 20 by 9, 1 l.	19	42.75	.....	389.02	.....	June 15	
107131	Kasterville Junction (n. o.), Kasterville.	Kasterville R. R. Co.	9.10	190	17	.....do	6	42.75	.....	921.26	.....	.....
107132	Boundary Line (n. o.), Massena Springs.	United States and Canada R. R. Co.	21.65	164	24	.....do	12.90	127.40	.....	4,870.50	.....	.....	Route restated.
107133	Massena Springs, Dekalb Junction.	New York Central and Hudson River R. R. Co.	38.23	1,988	25	spt. 25 by 9, 2 l. between Norwood and Dekalb Junction.	12	47.88	.....	2,224.50	.....	.....	Do.
107134	Carthage, Newton Falls.	.....do.....	44.46	277	14	.....do	12	42.75	.....	1,044.81	.....	.....
107135	Jamestown, Mayville.	Jamestown and Lake Erie Rwy. Co.	24.44	199	17	.....do	24.50	74.39	.....	567.59	.....	.....
107136	Windsor Beach, Rochester.	New York Central and Hudson River R. R. Co.	7.63	753	24	.....do	19	40.18	.....	2,232.08	.....	.....	Lap service over route 107129.
107137	Cornwall Junction (n. o.), New York (foot of Jay street).	New York, Ontario and Western Rwy. Co.	56.05	3,639	24	spt. 22.6 by 9 (av.), 2 l. to Weehawken.	19.29	63.27	.....	1,108.49	.....	.....
107138	Fulton, Woodward Junction (n. o.).	New York Central and Hudson River R. R. Co.	17.52	492	29	no apt.							

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1897, and also on certain new routes in other States and Territories, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mail carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mille per annum for transportation.	Annual rate of pay for r. p. o. cars.	Weighted for 30 days from October 7, 1896, unless otherwise noted.	Remarks.
	NEW YORK—cont'd.		Miles.	Pounds.				Dollars.	Dollars.	Dollars.	1897.	
107161	Rochester, Holden...	Lehigh Valley R. R. Co.	23.02	929	27	no apt.	20.20	\$2.08	\$2.81.96	.....	.....	Covers 107162.
107162	Olean, Bolivar.....	Central New York and Western R. R. Co.	18.56	245	12	.....do	12	45.32	841.13	.....	.....
107163	Dolgeville, Little Falls.	Little Falls and Dolgeville R. R. Co.	9.79	411	23	.....do	13	57.29	560.86	.....	.....
107164	Vacant.					.....do	20	47.88	45.48	.....	.....
107165	Clifton (n. o.), Rosemont.	Staten Island Rapid Transit R. R. Co.	.96	282	16	.....do	23	50.45	316.32	.....	.....
107166	Saratoga Junction (n. o.), Saratoga Lake.	New York Central and Hudson River R. R. Co.	6.27	310	15	.....do	12	48.74	552.71	.....	.....	Covers 107164.
107169	Vacant.					.....do	12	52.16	1,612.78	.....	.....
107170	Vacant.					.....do	12	42.75	131.67	.....	.....
107171	Malone, Canada Line (n. o.).	St. Lawrence and Adirondack Rwy. Co.	11.34	292	33	apt. 6.3 by 7.1, 1 l.	12	42.75	562.16	.....	.....	Route restated.
107172	Vacant.					.....do	15	45.32	496.25	.....	.....
107173	Geneva, Naples.....	Lehigh Valley R. R. Co.	30.92	335	15	no apt.	12.15	42.75	562.16	.....	.....
107174	Vacant.					.....do	10.55	42.75	562.16	.....	.....
107175	Bushwick Junction (n. o.), East New York.	Long Island R. R. Co.	3.06	50	20	apt. 20 by 8.10, 1 l.	15	45.32	496.25	.....	.....
107176	Mechanicville, Glenville Station (n. o.).	Delaware and Hudson Canal Co.	12.15	94	14	.....do	10.55	42.75	562.16	.....	.....
107177	Bridgehampton, Amagansett.	Long Island R. R. Co.	10.96	237	30	.....do	15	45.32	496.25	.....	.....
107178	Vacant.					.....do	15	45.32	496.25	.....	.....

107179	Attica, Arcade.....	Buffalo, Attica and Arcade R. R. Co.	26.87	182 12	no apt.....	12	42.75	1, 127.31	.....
107180	Vacant.								
107181	Broadalbin Junction (n. o.), Broadalbin.	Fonda, Johnston and Gloversville R. R. Co.	6.27	168 18	.....do.....	12	42.75	268.04	.....
107182	Vacant.								
107183	Vacant.								
107184	Vacant.								
107185	Vacant.								
107186	Vacant.								
107187	Vacant.								
107188	Vacant.								
107189	Brooklyn (Fulton and Court streets) Station O (Sheephead Bay).	Kings County Elevated Rwy. Co.	9.50	112 10	.....do.....	31	42.75	406.12	New from Nov. 8, 1894.
107190									
107191	Packaport (n. o.), Whites Corners (n. o.).	New York, Ontario and Western Rwy. Co.	3.69	181 23	.....do.....	6	42.75	157.74	
107192	Erle Junction (n. o.), N. Y., Oswayo, Pa.	New York and Pennsylvania R. R. Co.	41.29	209 19	.....do.....	11.91	42.75	1,765.14	Covers 110203 and 110253.
107193	De Peu Junction (n. o.), Tonawanda Junction (n. o.).	Lehigh Valley R. R. Co.	10.46	2,325 24	.....do.....	13	132.53	1,888.91	
109001	NEW JERSEY. New York, N. Y., Easton, Pa.	Central R. R. Co. of New Jersey.	74.20	14,155 27	r. p. o. cars, 2 1. Jersey City to Bound Brook 60 by 9; authorized, 1 1.00 ft. and 1 1.40 ft. Jersey City to Bound Brook; apt. 31, Jersey City to Easton 20.1 by 8 (av.) and 3 L additional, Jersey City to Elizabeth, 21.10 by 8.9 (av.).	68.39	268.47	19,920.47	2,340.00
109002	Somerville, Flemington.	.....do.....	15.94	413 24	no apt.....	33.74	57.28	913.20	.....
109003	Elizabethport, Bayhead Junction (n. o.).	.....do.....	50.21	5,590 27	apt. 31, Elizabethport to Point Pleasant, and 1 additional L Longbranch to Manasquan, 25.4 by 8.10.	32.57	175.99	8,886.96	.....

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1897, and also on certain new routes in other States and Territories, etc.—Continued.

No. of route.	State and terminal.	Corporate title of company.	Length of route.	Average weight of mail carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighted for 30 days from October 7, 1896, unless otherwise noted.	Remarks.
			Miles.	Pounds.		Feet and inches. apt., 1 l., 22 by 6.5 (av.).		Dollars. Dols.	Dollars. Dols.	Dollars.	Dollars.	1897.	
109037	NEW JERSEY—cont'd. Jersey City, N. J., Middletown, N. Y.	New York, Susquehanna and Western R. Co.	88.70	1,278	23	apt., 1 l., 22 by 6.5 (av.).	18.47	96.62	8,570.19	1897.			
109038	Rahway, Perth Amboy.	Pennsylvania R. R. Co.	7.30	816	22	no apt.	39.65	76.95	561.73				
109039	Woodbury, Penn Grove.	Delaware River R. Co.	20.12	413	18	.....do	21	57.29	1,765.97				
109040	High Bridge, Illinois.	Central R. R. Co. of New Jersey.	34.05	376	31	apt., 1 l. High Bridge to Rockaway, 6.7 by 7.4 (av.).	16.27	54.72	1,863.21				Covers 109081.
109041	Philadelphia, P. a., Cape May, N. J.	West Jersey and Seashore R. R. Co.	82.86	4,075	28	apt., 2 l., Camden to Cape May, 1 additional line, Camden to Glassboro, 1 additional line, Camden to Woodbury, 18 by 8.4 (av.).	45.63	157.32	12,956.87			May 12	Extended to begin at Philadelphia.
109042	Beachhaven, Manahawkin.	Pennsylvania R. R. Co.	12.45	63	18	no apt.	6	42.75	532.23				
109043	Matawan Station (n. o.), Freehold.	Central R. R. Co. of New Jersey.	12.58	554	25	.....do	26.03	65.84	828.26				
109044	Trenton, Trenton Junction.	Philadelphia and Reading Rwy. Co.	3.67	228	20	.....do	34	44.46	163.16				
109045	Haddonfield, Melford.	West Jersey and Seashore R. R. Co.	12.19	194	18	.....do	15	42.75	521.12			May 12	
109046	Bordentown, Trenton.	Pennsylvania R. R. Co.	6.15	819	25	.....do	60	76.95	473.24				
109047	Sea Isle City, Stone Harbor.	West Jersey and Seashore R. R. Co.	8.41	51	18	.....do	12	42.75	359.52			May 12	
109048	Branchville Junction (n. o.), Branchville.	Delaware, Lackawanna and Western R. Co.	6.41	295	24	apt., 1 l., 6.6 by 6.9 (av.).	8.07	48.74	312.42				

[illegible]

3.—Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1897, and also on certain new routes in other States and Territories, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mille per annum for transportation.	Pay per mille per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighted for 30 days from October 7, 1896, unless otherwise noted.	Remarks.
NEW JERSEY—cont'd.													
100075	Landedown Station (n. o.), Pittstown.	Lehigh Valley R. R. Co.	3.89	81	21	Feet and inches.	12	Dollars. 42.75	Dollars. 160.28	Dollars. 1897.	Dollars.	1897.	
100076	New Brunswick, South Amboy.	Raritan River R. R. Co.	13.76	298	20	do.	18	49.50	682.35				
100077	Vacant.												
100078	Newark, Jersey City.	Central R. R. Co. of New Jersey.	7.53	174	26	do.	18	42.75	321.90				
100080	Alloway Junction (n. o.), Quinton.	West Jersey, and Seashore R. R. Co.	4.44	91	13	do.	15	42.75	189.81	May 12			
100081	Vacant.												
100082	Morristown, Whippany.	Whippany River R. R. Co.	4.59	75	10	do.	12	42.75	196.22				
100083	Morrisown, White House Station.	Rockaway Valley Rwy. Co.	27.60	197	12	do.	12	42.75	1,179.90				Pay fixed on route from Morrisown to Morrisown, 1976 miles, from June 30, 1894, to June 30, 1897; From July 1, 1897, route reclassified New from Nov. 15, 1894.
100084	Lodi Junction (n. o.), Lodi.	New York, Susquehanna, and Western R. Co.	2.00	62	12	do.	12	42.75	85.50				
PENNSYLVANIA.													
110001	Philadelphia, Pittsburgh.	Pennsylvania R. R. Co.	353.80	183,876	33	r. p. o. 1.60 ft.; apt. 1.60 by 8.2 (ex.) 5.1, 3.1, 2.1, 2.1, and 1.1 over various parts of route.	88.85	2,081.93	450	736,586.83	159,210.00		
110002	West Falls (n. o.), Bridgeport.	Philadelphia and Reading Rwy. Co.	12.80	2,205	23	apt. 20 by 8.1, 1.1	13.50	180.82		1,608.06			Route restated.

110003	Philadelphia, Westchester.	Philadelphia, Wilmington and Baltimore R. R. Co.	27.75	4,459 25	apt. 24.9 by 9.8 (av.), 2 l. over entire route and additional lines over part of route.	51.58	162.45	4,507.98	.....	.....
110004	Philadelphia (Twelfth and Market streets), Bethlehem.	Philadelphia and Reading Rwy. Co.	56.83	13,006 27	r. p. o. 2 l. 60 ft. cars and 1 l. 40 ft. V. No. Junction to Lehigh town, 5.72 m. cars run 26.60 ft. 5.72 m. apt. 19.10 by 8.4 (av.), 2 l. over route and additional lines over different parts of route.	91.95	256.50	14,576.86	429.00	.....
110005	Philadelphia (Twelfth and Market streets), Williamsport.	.....do.....	210.86	4,644 24	apt. 20.1 by 8.6 (av.), 2 l. to Porterville and 1 l. residue; additional lines over various parts of route.	41.16	165.87	34,975.34	.....	Covers part of route 110002 and all of route 110014.
110006	Sunbury, Williamsport.	Pennsylvania R. R. Co.	40.56	19,946 30	r. p. o. 1 l. 60 ft. 1 l. 50 ft.; authorized apt. 25.3 by 9.1 (av.), 3 l. no apt.	38.50	330.03	3,896.01	1,531.00	.....
110007	Bridgeport, Exton....	Philadelphia and Chester Valley R. R. Co.	16.42	132 20	no apt.	13	42.75	701.95	.....	.....
110008	Chester, Pa., Port Deposit, Md.	Philadelphia, Wilmington and Baltimore R. R. Co.	53.45	1,723 26	apt. 12.1 by 7.4 (av.), 2 l. over part of route.	15.75	116.28	6,796.56	.....	.....
110009	Honesdale, Laoka-waxon.	Edie R. R. Co.	24.78	697 26	no apt.	18	71.82	1,779.69	.....	.....
110010	Pennsylvania R. R. Depot, Jersey City, N. J., Waverly, N. Y.	Lehigh Valley R. R. Co.	371.99	16,857 28	r. p. o. 1 l. 60 ft. 1 l. 40 ft., authorized; Jersey City, N. J., to Sayre, Pa., 260.73 miles; apt. 23.7 by 8.4 (av.), 2 l. and 1 l. over respective parts of route.	63.60	291.66	79,301.40	6,743.25	Route restated.
110011	Penn Haven Junction (n. o.), Mount Carmel.	.....do.....	45.73	400 23	apt. 16.6 by 8.3 (av.), 1 l. on part of route.	15.36	56.43	2,583.36	.....	.....
0012	Hazle Creek Junction (n. o.), Audenried.	.....do.....	8.56	193 24	apt. 20 by 8.3, 1 l.	9.44	42.75	365.94	.....	.....
0013	Shamokin, Herndon...	Philadelphia and Reading Rwy. Co.	21.24	139 17	no apt.	9.09	42.75	908.01	.....	.....
0014	Vacant.	.....do.....	.....	.....	.....	.....	.....	.....	.....	.....
0015	Sunbury, Sugarloaf...	Pennsylvania R. R. Co.	44.79	608 21	apt. 15.7 by 7.7 (av.), 1 l. on part of route.	8.49	68.40	3,063.63	.....	.....

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1897, and also on certain new routes in other States and Territories, etc.—Continued.

No. of route.	State and terminal.	Corporate title of company.	Length of route.	Average weight of mail carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighted for 30 days from October 7, 1896, unless otherwise noted.	Remarks.
PENNSYLVANIA—cont'd.													
110016	Penn Haven Junction (n. e.), Sugarloaf.	Lehigh Valley R. R. Co.	23.40	2,117	25	<i>Feet and inches.</i> apt. 16.9 by 7.11 (av.), 41.1 on part of route, 34.1. on part, and 2 1.1 on residue.	36.57	\$129.11		Dollars. 3,921.17	Dollars.		
110017	Scranton, Northumberland.	Delaware, Lackawanna and Western R. R. Co.	80.71	3,206	26	apt. 20.7 by 8.11 (av.), 2.1.	25.69	146.21		11,800.60			
110018	Wilkesbarre, Carbon- dale.	Delaware and Hudson Canal Co.	85.70	1,932	24	apt. 10.9 by 6.9 (av.), 2.1. over route, and additional line on part of route.	33.86	124.83		4,456.43			
110019	Port Clinton, Tamaqua.	Philadelphia and Reading Rwy. Co.	20.58	1,108	26	apt. 20 by 8.4, 1.1.....	18	89.78		1,847.67			
110020	Elmira, N. Y., Hoytville, Pa.	Elrie R. R. Co.	65.36	978	14	apt. 16.8 by 9.1, 1.1 on part of route.	11.28	83.79		5,476.51			
110021	Williamsport, Pa., Elmira, N. Y.	Northern Central Rwy. Co.	78.84	10,300	31	r. p. o. 69 by 9.1, 1.1. (authorised 1.1. 40 ft., 78.00 m.), apt. 21.3 by 9.1, 1.	25	227.43	25	17,930.58	1,952.25		
110022	Williamsport, Erie.....	Pennsylvania R. R. Co.	248.12	4,742	26	apt. 21.10 by 8.31 (av.), 1.1. over route, and additional lines on parts of route.	20.06	166.73		41,369.04			
110023	Sunbury, Mount Carmel.	Northern Central Rwy. Co.	27.88	887	19	apt. 16.6 by 8.3 (av.), 1.1.	21.16	80.37		2,240.71			
110024	Carrollton, N. Y., Mount Jewett, Pa.	Erie R. R. Co.	32.61	873	23	apt. 20 by 9.1, 1.1.....	21.04	79.52		2,593.14			Covers route 110294.
110025	Irvine, Oil City.....	Western New York and Pennsylvania Rwy. Co.	50.88	896	27	apt. 17 by 8.7 (av.), 1.1.	12	80.37		4,049.04			Route curtailed.
110026	Straaburg, Leaman Place.	Straaburg Railroad..	6.00	89	12	no apt.....	6	42.75		213.75			
110027	Lancaster, Middletown.	Pennsylvania R. R. Co.	32.84	1,145	26	do.....	14.49	91.40		2,958.78			

110028	Harrisburg, Anabur...	Philadelphia and Reading Rwy. Co.	59.10	473 19	apt. 10.8 by 6.4 (av.), 11	7.83	81.58	3, 638.19
110029	Stewartstown, New Freedom.	Stewartstown R. R. Co.	7.79	282 14	no apt.	15	47.88	370.11
110030	Harrisburg, Pa., Winchester, Va.	Cumberland Valley R. R. Co.	116.28	4, 330 27	apt. 19.2 by 8.3 (av.), 21 over route and additional lines over parts of routes apt. 17.6 by 8.7 (av.), 11 on part of route, apt. 21.6 by 9.11 on part of route.	28.29	180.74	18, 690.84
110031	Columbia, Sinking Spring.	Reading and Columbia R. R. Co.	40.13	810 24	apt. 17.6 by 8.7 (av.), 11 on part of route, apt. 21.6 by 9.11 on part of route.	18	76.95	3, 088.00
110032	Columbia, Pa., Frederick, Md.	Pennsylvania R. R. Co.	69.30	1, 029 23	apt. 21.6 by 9.11 on part of route.	19.48	86.36	5, 984.74
110033	Berlin Junction (n. o.), East Berlin.	Berlin Branch R. R. Co.	7.00	161 14.50	no apt.	12	42.75	299.25
110034	Huntingdon, Mount Dallas Station (n. o.).	Huntingdon and Broad Top Mountain R. R. and Coal Co.	45.28	1, 216 26	apt. 22.6 by 9.11.....	12	94.05	4, 253.88
110035	Tyrone, Grampian	Pennsylvania R. R. Co.	52.90	1, 318 21	apt. 24.6 by 9 (av.), 11 over route and additional line on part of route.	15.65	98.28	5, 201.65
110036	Altoona, Henrietta	do	28.61	1, 083 19	apt. 21.6 by 9.2, 21 on part of route.	17.12	88.92	2, 544.00
110037	Cresson, Mahaffey	do	39.53	807 16	apt. 15.3 by 9.2, 11.....	17.13	76.95	3, 041.83
110038	Tyrone, Lockhaven	do	55.09	1, 112 24	apt. 31.6 by 9.11.....	18	89.78	4, 945.98
110039	Blairsville, Allegheny	do	68.94	2, 226 24	apt. 21.6 by 8.5 (av.), 21	50	130.82	9, 018.73
110040	Pittsburg, Pa., Wheeling, W. Va.	Baltimore and Ohio R. R. Co.	70.66	5, 997 27	apt. 23.6 by 8.3 (av.), 21	27	181.26	12, 807.83
110041	Pittsburg, Oil City	Allegheny Valley Rwy. Co.	132.64	10, 122 27	apt. 25 by 9 (av.), 9.11	29.50	225.72	29, 939.50
110042	Branch, Indiana	Pennsylvania R. R. Co.	19.07	1, 703 22	apt. 19.5 by 9 (av.), 21 over route and additional lines on parts of route.	19.79	115.43	2, 201.25
110043	Meadville, Oil City	Erie R. R. Co.	94.50	923 24	apt. 20 by 8 (av.), 11	21	82.08	2, 995.92
110044	Erie, Kenwood Junction (n. o.).	Pennsylvania Co.	117.19	2, 266 26	apt. 22 by 9 (av.), 11 over route and additional lines on parts of route	18.56	131.67	15, 430.40
110045	Oil City, Pa., Ashetula, Ohio.	Lake Shore and Michigan Southern Rwy. Co.	88.30	1, 365 23.80	apt. 17.4 by 9.11.....	13.55	100.89	8, 908.58
110046	Bethlehem, Bangor	Central R. R. Co. of New Jersey.	30.74	232 24	no apt.	12	44.46	1, 366.70
110047	Downingtown, Conestoga Junction (n. o.).	Pennsylvania R. R. Co.	33.04	416 30	apt. 10.11 by 6.5 (av.), 11	14.66	58.14	2, 299.78

Roster restated, covers 110,217 and 110,239, and part of 110,182.

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1897, and also on certain new routes in other States and Territories, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mail carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Run for miles per annum for p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighted for 30 days from October 1, 1896, unless otherwise noted.	Remarks.
PENNSYLVANIA—cont'd.													
110043	Westchester, Phoenixville.	Pennsylvania R. R. Co.	18.63	332	24	no apt.	25.97	\$2.16	Dollars	971.74	Dollars.		
110049	Lewistown Junction (n. o.) Milroy.	.....	12.46	232	15	.....do	18	47.58	.....	596.58	.....	
110050	Pottsville, Frankville.	Philadelphia and Reading Rwy. Co.	11.01	231	15	.....do	24	48.74	.....	536.52	.....	
110051	Vacant.	.....										
110052	Carlisle, Pine Grove Furnace.	Gettysburg and Harrisburg Rwy. Co.	13.47	230	23	apt. 14 by 8.6, 1 l. on part of route.	19.14	44.46	.....	821.17	.....	
110053	Freeport, Butler.....	Pennsylvania R. R. Co.	22.09	847	24	apt. 11.2 by 6.8 (av.), 2 l.	24.50	78.08	.....	1,737.59	.....	
110054	Wilmington, Del., Reading, Pa.	Wilmington and Northern R. R. Co.	77.60	861	23	apt. 8.2 by 6.3 (av.), 1 l.	13.03	53.87	.....	4,180.21	.....	
110055	Carnegie, Washington.	Pittsburgh, Cincinnati, Chicago and St. Louis Rwy. Co.	23.49	1,941	23	apt. 22.6 by 9.1, 2 l.	24	125.09	.....	2,977.59	.....	
110056	Pawling, Emaus.....	Perkinston R. R. Co.	37.76	759	24	apt. 16 by 6.4, 2 l.	12.49	74.39	.....	2,808.96	.....	
110057	Pottstown, Bartos.....	Philadelphia and Reading Rwy. Co.	13.15	848	15	no apt.	19.96	53.01	.....	897.08	.....	
110058	Jeddo, Sandy Run Junction (n. o.).	Lehigh Valley R. R. Co.	6.55	325	20	.....do	13.79	51.30	.....	284.71	.....	
110059	Lebanon, Brookside (n. o.).	Philadelphia and Reading Rwy. Co.	43.22	499	23	apt. 8.11 by 6.4, 1 l.	13.27	63.27	.....	2,724.52	.....	
110060	Towanda, Wilkes-barre.	Lehigh Valley R. R. Co.	78.21	691	19	apt. 26.6 by 6.1, 1 l.	15.79	71.52	.....	5,617.04	.....	
110061	Solnykill Haven, Glen Carbon.	Philadelphia and Reading Rwy. Co.	14.03	65	19	no apt.	7.66	42.76	.....	599.78	.....	
110062	Topton, Kutztown.....	.....do	4.92	224	18	.....do	18	44.46	.....	212.74	.....	
110063	Pittsburg, Pa., Cumberland, Md.	Baltimore and Ohio R. R. Co.	150.80	26,196	28.58	r. p. o., 1 l. 60 ft.; apt. r. 25 by 8.9, 2 l.	31.50	332.00	50	50,164.08	7,515.00		Covers routes 110170, 110214, and 110227.

Route No.	Route Name	Stations	Length (miles)	Notes
110064	Carbondale, Susquehanna.	Erle R. R. Co.	40.05	1,049 28
110065	Stokesdale Junction (n. o.), Antrim.	Fall Brook Rwy. Co.	17.01	227 16
110066	Phenixville, Uwchland.	Philadelphia and Reading Rwy. Co.	11.56	218 14
110067	Montandon, Milosburg.	Pennsylvania R. R. Co.	70.32	838 23
110068	Vacant.	Barley R. R. Co.	14.29	70 16
110069	Towanda, Foot of Pine.	Baltimore and Ohio R. R. Co.	45.44	819 24
110070	Rockwood, Johnstown.	Southern Pennyl- Mining Co.	20.22	2,069 18
110071	Marion, Etchmond Furnace.	Pennsylvania R. R. Co.	45.11	652 26
110072	Mount Dallas Station (n. o.), Pa., Cumber- land and Md.	Philadelphia and Reading Rwy. Co.	90.30	4,851 27
110073	Allentown, Harrisburg.	do Allegheny Valley Rwy. Co.	10.47 109.90	1,118 24 1,738 23
110074	Vacant.	Mont Alto R. R. Co.	16.12	509 25
110075	Lansdale, Doylestown.	Montrose Rwy. Co.	29.11	380 19
110076	Red Bank Furnace, Driftwood.	Kiahoacillas Val- ley R. R. Co.	10.19	159 15
110077	Mont Alto Junction (n. o.), Waynesboro.	Dillsburg and Me- chanicsburg R. R. Co.	8.80	275 20
110078	Tunkhannock, Montrose.	Pennsylvania R. R. Co.	54.12	3,856 23
110079	Reedsville, Bellefonte.	Pittsburg, Chartiers and Youngbush Rwy. Co.	3.84	67 16
110080	Mechanicsburg, Dillsburg.	Pennsylvania R. R. Co.	17.26	77 12
110081	Pittsburg, West Brownsville.	do East Broad Top Rail- road and Coal Co.	20.40 30.05	279 17 257 14
110082	Woodville, Hickman.	Pittsburg and West- ern Rwy. Co.	137.02	911 23
110083	Snowshoe, Wingate.	do	17.26	77 12
110084	Holidayburg, Isett.	do	20.40	279 17
110085	Mount Union, Rob- ertdale.	do	30.05	257 14
110086	Mount Jewett, Callery.	do	137.02	911 23

Route restated.

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1897, and also on certain new routes in other States and Territories, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mail carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighted for 30 days from October 7, 1896, unless otherwise noted.	Remarks.
			Miles.	Pounds.				Dollars.	Dollars.	Dollars.			
110087	PENNSYLVANIA—cont'd. Bellwood, Valler.....	Pennsylvania and Northwestern R. Co.	65.46	911	23	Feet and inches, apt. 12 by 7.7 (av.), 11 on part of route.	12.88	81.23	6,317.31				Covers route 110225.
110088	Alaska (n. o.), Mount Carmel.	Philadelpia and Reading Rwy. Co.	2.10	222	16	no apt.....	36	43.61	91.58				
110089	Reading, Slatington.....	do	43.55	259	23	apt. 12.9 by 6.5, 11.....	6	48.17	2,010.70				
110090	Berlin, Garrett.....	Baltimore and Ohio R. R. Co.	8.47	224	24	no apt.....	12	44.46	378.57				
110091	Larabee, Clermont.....	Western New York and Pennsylvania Rwy. Co.	22.21	270	22	apt. 8.10 by 6.10, 11.....	12	47.03	1,044.53				
110092	Delta, Peach Bottom.....	York Southern R. R. Co.	5.75	85	15.67	no apt.....	6	42.75	245.81				
110093	Vacant.												
110094	Oxford, Susquehanna (n. o.).	Lancaster, Oxford and Southern R. R. Co.	20.00	179	20	.....do.....	9.90	42.75	855.00				
110095	Pittsburg, Castle Shannon.	Pittsburg and Castle Shannon R. R. Co.	6.06	103	17	.....do.....	12	42.75	258.63				
110096	Newcastle, Stoneboro.	Western New York and Pennsylvania Rwy. Co.	35.57	669	21	apt. 15 by 8.6, 11.....	13	70.97	2,524.40				
110097	Whitehaven, Upper Swetford Junction (n. o.), (Theristown), Letigh.	Central Railroad Co. of New Jersey.	9.80	198	23	no apt.....	18	42.75	418.95				
110098	Landale (n. o.), (Theristown), Stony Creek R. R. Co.	Stony Creek R. R. Co.	11.71	221	25	.....do.....	12.95	43.61	510.67				
110099	Osceola Mills, McCarthey.	Pennsylvania R. R. Co.	21.04	307	21	.....do.....	16.67	49.50	1,043.37				Covers route 110228.
110100	Tenasha, Mauch Chunk.	Central Railroad Co. of New Jersey.	15.70	402	22	.....do.....	25.91	54.43	885.95				
110101	Whitebarre, Wamsme.	do	11.60	183	14	.....do.....	14.87	42.75	490.74				

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1897, and also on certain new routes in other States and Territories, etc.—Continued.

No. of route.	State and terminal.	Corporate title of company.	Length of route.	Average weight of mail carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighted for 30 days from October 7, 1896, unless otherwise noted.	Remarks.
	NEW JERSEY—cont'd.												
100037	Jersey City, N. J., and Middletown, N. Y.	New York Susquehanna and Western R. Co.	88.70	1,278	23	Feet and inches, apt., 1 l., 22 by 6.5 (av.).	18.47	Dollars, 86.62	Dollars, 8,570.19	1897.			
100038	Rahway, Perth Amboy, Woodbury, Penn Grove.	Pennsylvania R. R. Co.	7.30	816	22	no apt....	39.65	76.95	561.73				
100039	Woodbury, Penn Grove.	Delaware River R. Co.	20.12	413	18	do.....	21	87.29	1,105.07				
100040	High Bridge, Hibernia.	Central R. R. Co. of New Jersey.	34.05	376	21	apt. 1 l., High Bridge to Rockaway, 6.7 by 7.4 (av.).	16.27	54.72	1,863.21				Covers 100081.
100041	Philadelphia, Pa., Cape May, N. J.	West Jersey and Seashore R. R. Co.	82.98	4,075	28	apt. 2 l., Camden to Cape May, 1 additional line Camden to Glassboro, 1 additional line, Camden to Woodbury, 18 by 8.4 (av.).	45.63	157.32	12,954.87	May 13	Extended to begin at Philadelphia.		
100042	Bearhaven, Manasquan, N. J.	Pennsylvania R. R. Co.	12.45	63	18	no apt.....	6	43.75	532.23				
100043	Matamoras Station (n. o.), Freshfield.	Central R. R. Co. of New Jersey.	12.58	554	25	do.....	26.03	65.84	828.26				
100044	Trenton, Trenton Junction.	Philadelphia and Reading Rwy. Co.	8.67	228	20	do.....	34	44.46	163.16				
100045	Haddonfield, Melford.	West Jersey and Seashore R. R. Co.	12.19	194	18	do.....	15	42.75	521.12	May 12			
100046	Bordentown, Trenton.	Pennsylvania R. R. Co.	6.15	819	25	do.....	60	76.95	473.24				
100047	Sea Isle City, Stone Harbor.	West Jersey and Seashore R. R. Co.	8.41	51	18	do.....	12	42.75	359.52	May 12			
100048	Branchville Junction (n. o.), Branchville.	Delaware, Lackawanna and Western R. R. Co.	6.41	295	24	apt., 1 l., 6.6 by 6.9 (av.).	8.07	48.74	312.42				

[illegible]

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1897, and also on certain new routes in other States and Territories, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mille per annum for transportation.	Annual rate of pay for r. p. o. cars.	Annual rate of pay for r. p. o. cars.	Weighted for 30 days from October 1, 1896, unless otherwise noted.	Remarks.
NEW JERSEY—cont'd.													
100075	Landedown Station (n. o.), Pittstown.	Lehigh Valley R. R. Co.	Miles. 8.59	Pounds. 81	21	Feet and inches. no apt.	12	Dollars. 42.75	Dollars. 106.29	Dollars. 1897.			
100076	New Brunswick, South Amboy.	Raritan River R. R. Co.	12.76	298	20	do.	13	49.59	682.35				
100077	vacant.												
100078	Newark, Jersey City.	Central R. R. Co. of New Jersey.	7.63	174	28	do.	13	42.75	331.90				
100080	Alloway Junction (n. o.), Quinton.	West Jersey and Seashore R. R. Co.	4.44	91	13	do.	15	42.75	189.81	May 13			
100081	vacant.												
100082	Morristown, Whippany.	Whippany River R. R. Co.	4.59	75	10	do.	12	42.75	196.22				
100083	Morrisown, White House Station.	Rockaway Valley Rwy. Co.	27.00	167	12	do.	12	42.75	1,179.90				Pay fixed on route from Paterson to Morristown, 1976 miles, from March 15, 1894, to June 30, 1897. From July 1, 1897, route retested. New from Nov. 14, 1898.
100084	Lodi Junction (n. o.), Lodi.	New York Susquehanna and Western R. R. Co.	2.00	62	12	do.	12	42.75	85.50				
PENNSYLVANIA.													
110001	Philadelphia, Pittsburgh.	Pennsylvania R. R. Co.	353.80	183,876	23	r. p. o. 91.60 ft.; apt. 16 by 8.2 (av.), 51 by 8.1, 24 1/2 by 8.1, and 1 over various parts of route.	88.35	2,081.93	450	753,538.83	159,210.00		
110002	West Falls (n. o.), Bridgeport.	Philadelphia and Reading Rwy. Co.	12.30	2,295	23	apt. 20 by 8.1, 11	13.50	130.82	1,608.08				Route retested.

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1897, and also on certain new routes in other States and Territories, etc.—Continued.

No. of route.	State and terminal.	Corporate title of company.	Length of route.	Average weight of mail carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for p. o. cars.	Weighted for 30 days from October 7, 1896, unless otherwise noted.	Remarks.
PENNSYLVANIA—cont'd.													
110016	Penn Haven Junction (n. o.), Sugarloaf.	Lehigh Valley R. R. Co.	Miles 23.40	Pounds 2,117 25	25	Feet and inches. apt. 16.9 by 7.11 (av.), 41 on part of route, 84 l. on part, and 2 l. on residue. apt. 20.7 by 8.11 (av.), 21.	36.57	Dollars 129.11	Dollars 3,021.17	Dollars 3,021.17	Dollars		
110017	Scranton, Northumberland.	Delaware, Lackawanna and Western R. R. Co.	80.71	3,266 26	26	apt. 10.9 by 6.9 (av.), 21. over route, and additional line on part of route. apt. 20 by 8.4, 1 l.	25.09	146.21	11,800.60	11,800.60			
110018	Wilkesbarre, Carbon- dale.	Delaware and Hud- son Canal Co.	85.70	1,933 24	24	apt. 10.9 by 6.9 (av.), 21. over route, and additional line on part of route. apt. 20 by 8.4, 1 l.	38.86	124.88	4,456.43	4,456.43			
110019	Port Clinton, Tama- qua.	Philadelphia and Reading Rwy. Co.	20.58	1,108 26	26	apt. 15.8 by 9.1, 1 l. on part of route. r. p. o. 60 by 9.1, 1 l. (authorized 1 l. 40 ft., 78.09 m.), apt. 21.8 by 9.1 l. apt. 21.10 by 8.11 (av.), 1 l. over route, and additional lines on parts of route. apt. 16.8 by 8.3 (av.), 1 l.	18	89.78	1,847.67	1,847.67			
110020	Elmira, N. Y., Hoyt- ville, Pa.	Elrie R. R. Co.	65.36	978 14	14	apt. 15.8 by 9.1, 1 l. on part of route. r. p. o. 60 by 9.1, 1 l. (authorized 1 l. 40 ft., 78.09 m.), apt. 21.8 by 9.1 l. apt. 21.10 by 8.11 (av.), 1 l. over route, and additional lines on parts of route. apt. 16.8 by 8.3 (av.), 1 l.	11.28	83.79	5,476.51	5,476.51			
110021	Williamsport, Pa., El- mira, N. Y.	Northern Central Rwy. Co.	78.84	10,800 31	31	apt. 15.8 by 9.1, 1 l. on part of route. r. p. o. 60 by 9.1, 1 l. (authorized 1 l. 40 ft., 78.09 m.), apt. 21.8 by 9.1 l. apt. 21.10 by 8.11 (av.), 1 l. over route, and additional lines on parts of route. apt. 16.8 by 8.3 (av.), 1 l.	25	227.43	17,930.58	17,930.58	1,952.25		
110022	Williamsport, Erie....	Pennsylvania R. R. Co.	248.12	4,712 26	26	apt. 15.8 by 9.1, 1 l. on part of route. r. p. o. 60 by 9.1, 1 l. (authorized 1 l. 40 ft., 78.09 m.), apt. 21.8 by 9.1 l. apt. 21.10 by 8.11 (av.), 1 l. over route, and additional lines on parts of route. apt. 16.8 by 8.3 (av.), 1 l.	20.06	166.73	41,369.04	41,369.04			
110023	Sunbury, Mount Car- mel.	Northern Central Rwy. Co.	37.88	887 19	19	apt. 15.8 by 9.1, 1 l. on part of route. r. p. o. 60 by 9.1, 1 l. (authorized 1 l. 40 ft., 78.09 m.), apt. 21.8 by 9.1 l. apt. 21.10 by 8.11 (av.), 1 l. over route, and additional lines on parts of route. apt. 16.8 by 8.3 (av.), 1 l.	21.16	80.37	2,240.71	2,240.71			Covers route 110204.
110024	Carrollton, N. Y., Mount Jewett, Pa.	Erie R. R. Co.	32.61	873 23	23	apt. 20 by 9.1 l.	21.04	79.53	2,593.14	2,593.14			Route curtailed.
110025	Irvine, Oil City.....	Western New York and Pennsylvania Rwy. Co.	50.38	896 27	27	apt. 17 by 8.7 (av.), 1 l. no apt.	13	80.37	4,049.04	4,049.04			
110026	Strausburg, Leaman Place.	Strausburg Railroad..	5.00	89 12	12	no apt.	6	42.75	213.75	213.75			
110027	Lancaster, Middle- town.	Pennsylvania R. R. Co.	32.34	1,140 26	26	.... do	14.49	91.49	2,938.78	2,938.78			

110028	Harrisburg, Auburn...	Philadelphia and Reading Rwy. Co.	50.10	473 19	spt. 10.8 by 6.4 (av.), 1 l.	7.80	61.50	3, 038.19
110029	Stewartstown, New Freedom.	Stewartstown R. R. Co.	7.73	282 14	no apt.	15	47.88	870.11
110030	Harrisburg, Pa., Winchester, Va.	Chambersburg Valley R. R. Co.	116.28	4, 320 27	spt. 19.2 by 8.2 (av.), 2 l. over route and additional lines over route of route.	28.29	180.74	18, 080.84
110031	Columbia, Sinking Spring.	Reading and Columbia R. R. Co.	40.13	810 24	spt. 17.6 by 8.7 (av.), 1 l. on part of route.	18	76.95	3, 068.00
110032	Columbia, Pa., Frederick, Md.	Pennsylvania R. R. Co.	60.30	1, 029 23	spt. 21.6 by 9.1 l. on part of route.	19.48	86.36	5, 964.74
110033	Berlin Junction (n. o.), East Berlin.	Berlin Branch R. R. Co.	7.00	161 14.50	no apt.	12	42.75	299.25
110034	Huntingdon, Mount Dallas Station (n. o.).	Huntingdon and Broad Top Mountain R. R. and Coal Co.	45.28	1, 216 26	spt. 22.6 by 9.1 l.	12	94.05	4, 253.88
110035	Tyrone, Grampian...	Pennsylvania R. R. Co.	52.90	1, 318 21	spt. 24.6 by 9 (av.), 1 l. over route and additional line on part of route.	15.05	98.83	5, 201.65
110036	Altoona, Henrietta...	do.	23.61	1, 063 19	spt. 21.6 by 9.2, 2 l. on part of route.	17.12	88.92	2, 544.00
110037	Cresson, Mahaffey...	do.	39.53	807 16	spt. 15.3 by 9.2, 1 l.	17.18	76.96	3, 041.83
110038	Tyrone, Lockhaven...	do.	55.09	1, 112 24	spt. 21.6 by 9.1, 1 l.	18	88.78	4, 945.98
110039	Blairville, Allegheny...	do.	68.94	2, 226 24	spt. 21.6 by 8.5 (av.), 2 l.	20	130.82	9, 018.73
110040	Pittsburg, Pa., Wheeling, W. Va.	Baltimore and Ohio R. R. Co.	70.66	5, 997 37	spt. 23.6 by 8.8 (av.), 2 l.	27	181.26	12, 807.83
110041	Pittsburg, Oil City...	Allegheny Valley Rwy. Co.	132.64	10, 122 27	spt. 25 by 9 (av.), 3 l.	29.50	225.72	23, 938.50
110042	Branch, Indiana...	Pennsylvania R. R. Co.	19.07	1, 703 23	spt. 19.5 by 9 (av.), 2 l. over route and additional lines on part of route.	19.79	115.43	2, 291.25
110043	Meadville, Oil City...	Erie R. R. Co.	86.50	922 24	spt. 20 by 8 (av.), 1 l.	21	82.08	2, 985.92
110044	Erie, Kenwood Junction (n. o.).	Pennsylvania Co.	117.19	2, 266 26	spt. 22 by 9 (av.), 1 l. over route and additional lines on part of route.	18.56	131.67	15, 450.40
110045	Oil City, Pa., Ash-tabula, Ohio.	Lake Shore and Michigan Southern R. R. Co.	88.30	1, 885 23.80	spt. 17.4 by 9.1 l.	13.55	100.80	3, 908.53
110046	Bethlehem, Bangor...	Central R. R. Co. of New Jersey	30.74	232 24	no apt.	12	44.46	1, 366.70
110047	Downingtown, Con-estoga Junction (n. o.).	Pennsylvania R. R. Co.	33.04	416 20	spt. 10.11 by 6.5 (av.), 1 l.	14.06	58.14	2, 280.73

Route restated, covers 110,217 and 110,236, and part of 110,162.

II.—Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1897, and also on certain new routes in other States and Territories, etc.—Continued.

No. of route.	State and terminal.	Corporate title of company.	Length of route.	Average weight of mail carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighted for 30 days from October 1, 1896, unless otherwise noted.	Remarks.
PENNSYLVANIA—cont'd.													
110048	Westchester, Phoenixville.	Pennsylvania R. R. Co.	18.63	332	24	no apt.	25.97	Dollars 52.16	Dollars 971.74	Dollars.			
110049	Lewistown Junction (n. o.), Milroy.	.....do.....	12.46	282	15	.....do.....	18	47.88	596.58				
110050	Pottsville, Frackville.	Philadelphia and Reading Rwy. Co.	11.01	291	15	.....do.....	24	48.74	536.62				
110051	Vacant.												
110052	Carlisle, Pine Grove Furnace.	Gettysburg and Harrisburg Rwy. Co.	18.47	280	23	apt. 14 by 8.6, 1 l. on part of route.	19.14	44.46	821.17				
110053	Freeport, Butler.....	Pennsylvania R. R. Co.	22.09	847	24	apt. 11.3 by 6.8 (av.), 2 l.	24.50	78.06	1,737.59				
110054	Wilmington, Del., Reading, Pa.	Wilmington and Northern R. R. Co.	77.60	361	23	apt. 8.2 by 6.2 (av.), 1 l.	18.03	53.87	4,180.31				
110055	Carnegie, Washington.	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. Co.	23.69	1,941	22	apt. 22.6 by 9.1, 2 l.	24	126.69	2,977.59				
110056	Pawling, Emmaus.....	Perth Amboy R. R. Co.	37.76	759	24	apt. 16 by 6.4, 2 l.	12.49	74.38	2,893.98				
110057	Pottstown, Bartos.....	Philadelphia and Reading Rwy. Co.	13.15	348	15	no apt.	19.96	53.01	697.08				
110058	Jeddo, Sandy Run Junction (n. o.).	Lehigh Valley R. R. Co.	5.55	325	20	.....do.....	18.79	51.30	284.71				
110059	Lebanon, Brookside (n. o.).	Philadelphia and Reading Rwy. Co.	43.22	499	23	apt. 8.11 by 6.4, 1 l.	13.27	63.27	2,724.52				
110060	Towanda, Wilkes-barre.	Lehigh Valley R. R. Co.	78.21	691	19	apt. 26.6 by 6.1, 1 l.	15.79	71.92	5,617.04				
110061	Solynkill Haven, Glen Carbon.	Philadelphia and Reading Rwy. Co.	14.03	66	19	no apt.	7.66	42.75	599.78				
110062	Topcon, Kutztown.....	.....do.....	4.92	224	18	.....do.....	18	44.46	218.74				
110063	Pittsburg, Pa., Cumberland, Md.	Baltimore and Ohio R. R. Co.	150.80	26,196	28.59	r. 25 by 8.9, 2 l.	31.50	332.60	50,156.08				Covers routes 110170, 110214, and 110227.

1110064	Carbondale, Susquehanna.	40.05	1,049.28	Erie R. R. Co.	17.01	227.16	17.16	87.21	3,492.76	
1110065	Stokesdale Junction (n. c.), Antrim.	17.01	227.16	Fall Brook Rwy. Co.	11.64	44.46	11.64	44.46	756.26	
1110066	Phenixville, Uwosh-and.	11.56	218.14	Philadelphia and Reading Rwy. Co.	15	43.61	15	43.61	504.13	
1110067	Montandon, Millesburg.	70.32	838.23	Pennsylvania R. R. Co.	13.84	77.81	13.84	77.81	5,471.56	Covers route 110051.
1110068	Vacant.									
1110069	Towanda, Foot of Pleasant.	14.29	70.16	Barclay R. R. Co.	8	42.75	8	42.75	610.89	
1110070	Rockwood, Johnstown	45.44	819.24	Baltimore and Ohio R. Co. Pennyl-	13.12	76.95	13.12	76.95	8,496.80	
1110071	Marion, Richmond Furnace.	20.22	2,069.18	Southern Ry. and Mining Co.	12	137.66	12	137.66	2,783.46	
1110072	Mount Dallas Station (n. c.), Pa., Cumberland and Md.	45.11	652.26	Pennsylvania R. R. Co.	12	70.11	12	70.11	3,162.66	
1110073	Allentown, Harrisburg.	90.30	4,851.27	Philadelphia and Reading Rwy. Co.	88.09	168.44	88.09	168.44	15,210.13	
1110074	Vacant.									
1110075	Lansdale, Doylestown	10.47	1,118.24	.....do	45.50	89.78	45.50	89.78	539.96	
1110076	Red Bank Furnace, Driftwood.	109.90	1,738.23	Allegheny Valley Rwy. Co.	15.84	116.28	15.84	116.28	12,779.17	
1110077	Mount Alto Junction (n. c.), Wayneboro.	16.12	509.25	Mont Alto R. R. Co.	12	64.13	12	64.13	1,033.77	Route restated.
1110078	Tunkhannock, Montrose.	29.11	380.19	Montrose Rwy. Co.	12	55.58	12	55.58	1,617.93	
1110079	Reedsville, Belleville.	10.19	159.15	Kishacoquillas Valley R. R. Co.	12	42.75	12	42.75	435.62	
1110080	Mechanicsburg, Dillsburg.	8.80	275.20	Dillsburg and Mechanicsburg R. R. Co.	12	47.88	12	47.88	421.34	
1110081	Pittsburg, West Brownsville.	54.12	2,356.23	Pennsylvania R. R. Co.	30.12	132.53	30.12	132.53	7,172.53	
1110082	Woodville, Hickman.	3.84	67.16	Pittsburg, Chardlers and Yonghiogheny Rwy. Co.	12	42.75	12	42.75	164.16	
1110083	Snowshoe, Wingate.	17.26	77.13	Pennsylvania R. R. Co.	12	42.75	12	42.75	787.86	
1110084	Hollydaysburg, Isett.	20.40	279.17	.....do	14.58	47.88	14.58	47.88	976.75	
1110085	Mount Union, Robertdale.	30.05	257.14	East Broad Top Railroad and Coal Co.	12	46.17	12	46.17	1,887.40	
1110086	Mount Jewett, Callery	137.62	911.23	Pittsburg and Western Rwy. Co.	13.90	81.23	13.90	81.23	11,178.87	

			3. 07	44. 28	.....do.....	12	42. 75	.....	131. 24	.....
110102	Woodville, Beadling ..	Pittsburg, Charters and Y. Co.	49. 19	22. 88	33	67. 55	361. 67	75	17, 790. 54	3, 685. 50
110108	Jenkinson, Pa., Boundbrook, N. J.	Philadelphia and Reading Rwy. Co.	44. 64	1, 574. 21		19. 66	109. 44	.....	4, 885. 40	.....
110104	Greensburg, Fair- chance	Pennsylvania R. R. Co.	24. 70	155. 17	no apt.	10. 90	42. 75	.....	1, 055. 92	.....
110105	Sheffield, Lamonsville.	Trieste Valley Rwy. Co.	15. 14	420. 18	.....do.....	15	58. 14	.....	880. 23	.....
110106	Millersburg, Lyons ..	Northern Central Rwy. Co.	21. 15	298. 20	.....do.....	18	49. 59	.....	1, 048. 82	.....
110107	Meadville, Lineville.	Pittsburg Bessemer and Lake Erie R. Co.	45. 00	528. 25	apt. 20. 6 by 9. 2, 11.....	12	64. 98	.....	2, 924. 10	.....
110108	Leviatown Junction (n. o.) Selins Grove	Pennsylvania R. R. Co.	25. 84	606. 23	apt. 13. 6 by 6. 2, 11.....	23. 56	68. 40	.....	1, 767. 45	.....
110109	Glenside, Newhope....	Northeast Pennsylv- ania R. R. Co.	44. 43	447. 28	apt. 12. 3 by 7. 6 (av.), 21. on part of route.	12. 37	59. 85	.....	2, 659. 13	.....
110110	Hartley Hall, Satter- field.	Williamsport and North Branch R. R. Co.	4. 01	113. 11	no apt.	12	42. 75	.....	171. 42	.....
110111	Manor Station, Cla- ridge.	Pennsylvania R. R. Co.	8. 00	51. 20	apt. 20 by 9. 3, 21.....	12	42. 75	.....	123. 25	.....
110112	Kennor Junction (n. o.), Gazzan.	New York Central and Hudson River R. R. Co.	25. 43	108. 17	no apt.	12	42. 75	.....	1, 087. 13	.....
110113	Tyrone, Benore.....	Pennsylvania R. R. Co.	29. 31	938. 18	.....do.....	12	84. 65	.....	2, 481. 09	.....
110114	Washington, Waynes- burg.	Waynesburg and Washington R. R. Co.	4. 60	511. 24	.....do.....	24	64. 13	.....	294. 99	.....
110115	Nazareth Junction (n. o.), Pa., Brain- ards, N. J.	Bangor and Portland Rwy. Co.	20. 15	442. 13	.....do.....	24	59. 85	.....	1, 205. 97	.....
110116	Honesdale, Carbon- dair.	Delaware and Hud- son Canal Co.	20. 47	438. 19	.....do.....	20	59. 00	.....	1, 207. 73	.....
110117	Newtown Junction (n. o.), Newtown.	Philadelphia, New- town and New York R. R. Co.	10. 78	287. 16	.....do.....	12	48. 74	.....	525. 41	.....
110118	Latrobe, Ligonier....	Ligonier Valley R. R. Co.	6. 90	454. 19	.....do.....	35. 01	60. 71	.....	418. 89	.....
110119	Shenandoah, Maha- noy Plane.	Philadelphia and Reading Rwy. Co.	1. 07	75. 17	.....do.....	12	42. 75	.....	45. 74	.....
110120	Brislin, Goss Run Junction (n. o.).	Pennsylvania R. R. Co.								
110121	Vacant.									
110122	Vacant.									

Covers route 110202.

Covers route 110237.

Route curtailed.

Route reinstated.

110136	Blossburg, Morris Run	Erie R. R. Co.	3.83	94 16	.....do	12	42.75	103.30	.....
110137	Junction, Quarryville	Reading and Columbia R. R. Co.	23.47	478 17	apt 17.6 by 8.7, 1.1 on part of route.	22.68	61.56	1,444.81	.....
110138	Saxton, Dudley	Huntingdon and Broad Top Mountain R. R. and Coal Co.	5.79	83 13	no apt.	6	42.75	247.52	.....	Covers route 110132.
110139	Lawrenceville, Ulysses	Fall Brook Rwy. Co.	41.67	1,043 23	apt. 10.10 by 7.3, 2.1	12	87.21	3,684.04	.....
110140	Holidaysburg Junction (n. o.), Newry	Pennsylvania R. R. Co.	3.03	119 6	no apt.	12	42.75	139.53	.....
110141	Broadford, Mount Pleasant	Baltimore and Ohio R. R. Co.	10.61	109 18	.....do	12	42.75	453.57	.....
110142	Vacant									
110143	Negley, Verona	Allegheny Valley Rwy. Co.	7.90	214 12	.....do	18	43.61	340.15	.....
110144	Port Allegany, Ulysses	Condersport and Port Allegany R. R. Co.	40.93	433 22	apt 8.6 by 7.1	14.57	59.00	2,414.87	.....	Covers route 110572
110145	Mercersburg Junction (n. o.), Mercersburg	Southern Pennsylvania Rwy. and Mining Co.	2.62	123 18	apt 15 by 7.3, 4.1	24	42.75	112.00	.....
110146	West Brownsville, Uniontown	Pennsylvania R. R. Co.	13.90	191 18	apt 23 by 9.1	12	42.75	807.97	.....
110147	Patrick, Clarion	Pittsburg and Western Rwy. Co.	6.68	403 17	no apt.	18	56.43	376.95	.....
110148	County Home Junction (n. o.), Herminie	Pennsylvania R. R. Co.	10.38	120 22	.....do	12	42.75	443.74	.....
110149	Lebanon, Mount Hope	Cornwall R. R. Co.	12.16	107 25	.....do	21.09	42.75	519.84	.....
110150	Vacant									
110151	Youngwood Station (n. o.), Tranger	Pennsylvania R. R. Co.	12.53	175 11	.....do	12	42.75	535.65	.....	Covers route 110532.
110152	Branchton, Hilliards	Pittsburg, Bessemer and Lake Erie R. R. Co.	10.44	97 12	.....do	9.58	42.75	446.31	.....
110153	East Mahanoy Junction (n. o.), West Milton	Philadelphia and Reading Rwy. Co.	97.35	261 28	apt 15 by 8.3, 1.1	6	47.03	3,167.47	.....
110154	Cornwall, Conewago	Cornwall and Lebanon R. R. Co.	16.43	60 30	no apt.	12	42.75	702.38	.....
110155	Hunters Run, Gettysburg	Gettysburg and Harrisburg Rwy. Co.	21.59	757 24	apt 14 by 8.4, 1.1	18	74.39	1,006.08	.....
110156	Newcastle Junction (n. o.), Newcastle	Pittsburg and Lake Erie R. R. Co.	3.24	1,268 15	no apt.	46	96.62	313.04	.....
110157	Ganister, Mines	Pennsylvania R. R. Co.	8.41	103 20	.....do	6	42.75	339.52	.....
110158	Easton, Belfast Station (n. o.), Rwy. Co.	Bangor and Portland Rwy. Co.	8.12	432 18	.....do	21	62.42	506.85	.....
110159	Pittsburg, New Haven	Pittsburg and Lake Erie R. R. Co.	56.92	677 21	apt 25.3 by 9 (av.), 2.1 to McKeesport, 1.1 residue.	10.62	70.97	4,252.52	.....

and also on certain new routes in other States and Territories, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mail carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighted for 30 days from October 1, 1896, unless otherwise noted.	Remarks.
PENNSYLVANIA—cont'd.													
110160	Philadelphia, Station H.	Pennsylvania R. R. Co.	12.03	521 22		Feet and inches. no apt.	59.50	Dollars. 781.70	Dollars. 1897.				
110161	Holmesburg Junction (n. o.), Substation No. 28 (Buckleton), Springfield Station (n. o.), St. Peters.	.....do.	4.13	103 24		.....do	18	42.75		176.55			
110162	Warren, Pa., Salamanca, N. Y.	Wilmington and Northern R. R. Co.	6.88	78 14		.....do	12	42.75		284.12			
110163	Vacant.	Western New York and Pennsylvania Rwy. Co.	42.24	501 25		apt. 17 by 8.7 (av.), 1 l.	12	64.13		2,708.85			
110164	Vacant.	Central Pennsylvania and Western R. R. Co.	31.37	318 18		no apt.	11.70	50.45		1,582.61			Covers route 110198.
110165	Watontown, Orangeville.	.....do.	22.23	81 14		.....do	8	42.75		950.23			
110167	Keating, Karthaus.	Pennsylvania R. R. Co.	27.67	115 16		do	9.77	42.75		1,182.89			
110168	Irvona, Cresson.	.....do.	18.06	1,156 23		apt. 17.3 by 7.6 (av.), 1 l. over whole route and parts of route.	34.14	91.49		1,652.30			
110169	Hazleton, New Boston.	Lehigh Valley R. R. Co.											
110170	Vacant.	Buffalo and Susquehanna R. R. Co.	62.03	355 18		apt. 13.3 by 8.8 (av.), 1 l. to Galeton.	10.87	53.01		3,320.01		June 2	Covers routes 110901, 110942, and 110943.
110171	Forest House, Ansonia.	Bloomsburg and Sullivan R. R. Co.	29.81	348 21		apt. 8.4 by 6.6, 1 l.	18	53.01		1,580.22			
110172	Jameson City, D. L. and W. depot in Bloomsburg.	.....do.											
110173	Vacant.	Pennsylvania R. R. Co.	39.20	673 26		apt. 15.3 by 6.6, 1 l.	12.52	70.97		2,782.02			
110174	Wilkes-barre, Rock Glen Junction (n. o.), New Boston, Pottsville.	.....do.	10.06	733 22		apt. 15.3 by 6.6, 1 l.	28.75	73.53		799.71			

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1897, and also on certain new routes in other States and Territories, etc.—Continued.

No. of route.	State and terminal.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighted for 30 days from October 1, 1896, unless otherwise noted.	Remarks.
PENNSYLVANIA—cont'd.													
110199	Alford, Montrose....	Delaware, Lackawanna and Western R. R. Co.	11.26	534	18	Feet and inches. no apt.	18	Dollars. 64.98	Dollars.	Dollars. 731.67	Dollars.	1897.	
110200	Latrobe, Hostetter....	Pennsylvania R. R. Co.	5.32	118	13	do	13	42.75	.....	227.43	.....	.....
110201	Vacant.												
110202	Vacant.												
110203	Erle, Butler.....	Pittsburg, Bessemer and Lake Erie R. Co.	123.46	1,544	25	apt. 20.1 by 8.6 (av.), 2 l.	12	108.59	.....	13,406.52	.....	.....
110204	Vacant.												
110205	Millhall, Bellefonte....	Central R. R. Co. of Pennsylvania.	27.78	148	24	no apt.	12	42.75	.....	1,187.59	.....	.....
110206	Union (n. o.), White- ney.	Pennsylvania R. R. Co.	1.20	52	10	do	13	42.75	.....	51.30	.....	.....
110207	Vacant.												
110208	Vacant.												
110209	Vacant.												
110210	Groveton, Moon Run.	Pittsburg and Moon Run R. R. Co.	5.02	46	15	do	6	42.75	.....	214.60	.....	.....
110211	Vacant.												
110212	Bellefonte, State College.	Bellefonte Central R. R. Co.	19.31	354	21	do	18	53.01	.....	1,023.02	.....	.....
110213	Newport, New Germantown.	Newport and Shermans Valley R. R. Co.	28.72	298	17	do	12	49.59	.....	1,424.22	.....	.....
110214	Vacant.												
110215	Vacant.												
110216	Vacant.												
110217	Vacant.												
110218	South Fork, Dunle...	Pennsylvania R. R. Co.	7.62	103	15	do	12	2.75	.....	323.75	.....	.....

110219	Three Runs (n. o.), Pottersdale.	.....do.....	2. 00	28 14	.....do.....	3	42. 75	85. 50	
110220	Brookside, Lykens...	Williams Valley R. R. Co.	12. 07	189 20	.....do.....	15	42. 75	515. 99	
110221	Carman, Halton.....	Clarion River Rwy. Co.	10. 92	144 15	.....do.....	7. 78	42. 75	466. 83	
110222	Ellwood City, West Ellwood Junction	Pittsburg and Lake Erie R. R. Co.	8. 36	92 14	.....do.....	18	42. 75	143. 64	
110223	Bradley Junction (n. o.), Grant.	Pennsylvania R. R. Co.	17. 53	241 17	.....do.....	12	45. 83	794. 45	
110224	Vacant.	Tuscarora Valley R. R. Co.	27. 24	260 16	.....do.....	12	47. 03	1, 281. 09	Covers 110265.
110225	Vacant.	New York Central and Hudson River R. R. Co.	134. 80	775 22	spt. 20 by 9.3. 1 l.	9. 27	75. 24	9, 389. 95	Covers part of 110112.
110226	Fort Royal, Blairs Mills.	Pittsburg, Cincin- nati, Chicago and St. Louis Rwy. Co.	6. 39	160 13	no apt.	15	42. 75	278. 17	
110227	Vacant.								
110228	Jersey Shore, Mahaf- ey.								
110229	Bridgeville, Bishop...								
110230	Vacant.								
110231	Manheim Junction (n. o.), Mount Hope Junction (n. o.).	Reading and Colum- bia R. R. Co.	6. 06	131 37	.....do.....	18	42. 75	359. 92	
110232	Vacant.								
110233	Milton Branch Junc- tion (n. o.), Milton.	Philadelphia and Reading Rwy. Co.	1. 09	48 16	.....do.....	6	42. 75	46. 59	
110234	Willow Grove Junc- tion (n. o.), Lange- lin Junction (n. o.).	Pittsburg Junction R. R. Co.	4. 47	8, 653	r. p. o., 60 by 9.3. 1 l. 4.47m. (authorized).	7	151. 34	50	223. 50
110235	Sonestown, Eagles- mere.	Eaglemere R. R. Co	8. 66	33 8	no apt.	6	42. 75	370. 21	
110236	Hazleton Junction (n. o.), Sheppson.	Delaware, Susque- hanna and Schuyl- kill R. R. Co.	11. 34	78 24	.....do.....	12	42. 75	484. 78	
110237	Vacant.								
110238	Vacant.								
110239	Vacant.								
110240	Vacant.								
110241	Stewart Station, Ex- port.	Pennsylvania R. R. Co.	10. 48	144 15	.....do.....	12	42. 75	448. 02	
110242	Vacant.								
110243	Cross Fork Junction (n. o.), Cross Fork	Buffalo and Susque- hanna R. R. Co.	13. 07	81 13	.....do.....	12	42. 75	558. 74	June 3
110244	Ashley, Olivers Mills.	Central R. R. Co. of New Jersey.	8. 09	31 24	.....do.....	12	42. 75	345. 64	
110245	Vacant.								
110246	Vacant.								
110247	Vacant.								

110270	Morrisons, Arbel.....	Western New York and Pennsylvania Rwy. Co.	2.45	29 10	.....do.....	6	42.75	145.63	.....	Route restated.
110271	Kaylor Junction (n.o.), Vintondale.	Pennsylvania R. R. Co.	17.88	189 14	apt. 15.3 by 9.2, 1.1 over part of route.	16.58	42.75	764.37	.....	Covers part of 110287.
110272	Vacant.									
110273	Vacant.									
110274	Vacant.									
110275	Vacant.									
110276	Vacant.									
110277	Unadjusted. No distance circular.									
110278	Stanley (n.o.), Helvetia.	Buffalo, Rochester and Pittsburgh Rwy. Co.	2.01	35 15	no apt.....	12	42.75	85.92	.....
110279	La Jose Junction (n.o.), La Jose.	Pennsylvania R. R. Co.	0.88	43 16	apt. 15.3 by 9.2, 2.1...	15	42.75	37.62	.....	Formerly part of 110182.
110280	Third and Berks street Station (Philadelphia). Tabor Junction (n.o.), (Philadelphia); Strubles (n.o.), Pinegrove Mills.	Philadelphia and Reading Rwy. Co.	4.30	4,081 22	apt. 20 by 8.3, 14.1....	21.76	157.32	676.47	.....	Formerly part of 110117.
110281		Bellefonte Central R. R. Co.	4.18	44 23	no apt.....	13	42.75	173.66	.....
DELAWARE.										
112001	Wilmington, Delmar...	Philadelphia, Wilmington and Baltimore R. R. Co.	98.64	7,827 30	apt. 24.1. Wilmington to Dover, and 1.1 residue, 25 by 8.6.	28.28	200.63	19,819.73	.....
112002	Vacant.									
112003	Clayton, Del., Oxford, Md.	.....do.....	54.89	1,496 26	apt. 2.1. Clayton to Easton; 9.6 by 9.9.	13	106.02	5,819.43	.....
112004	Georgetown, Lewes...	.....do.....	15.24	772 30	apt. 2.1, 11.10 by 6.8...	12	75.24	1,146.65	.....
112005	Wilmington, Del., Landenberg, Pa.	Baltimore and Ohio R. R. Co.	19.80	206 23	apt. 1.1, 8.2 by 8.9....	13.98	42.75	846.45	.....
112006	Harrington, Del., Franklin City, Va.	Philadelphia, Wilmington and Baltimore R. R. Co.	78.80	887 19	apt. 2.1. Harrington to Georgetown, 11.1 residue, 11.11 by 6.7.	10.40	80.37	6,392.97	.....
112007	Newark, Delaware City.	.....do.....	12.61	771 18	no apt.....	16.86	75.24	948.77	.....
MARYLAND.										
113001	Philadelphia, Pa., Washington, D.C.	Philadelphia, Wilmington and Baltimore R. R. Co.	137.43	161,200 30	r. p. o. cars, 5 1, 60 by 8.7; authorized 3 1, 60 ft. and 2 1, 40 ft.; apt. 1.1 over various parts, 22.2 by 8 (av).	148.53	1,839.96	252,965.70	27,486.00	.....

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1897, and also on certain new routes in other States and Territories, etc.—Continued.

No. of route.	State and terminal.	Corporate title of company.	Length of route.	Average weight of mail carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Dollars.	Annual rate of pay for transportation.	Dollars.	Annual rate of pay for r. p. o. cars.	Dollars.	Weighted for 30 days from (October 7, 1896, unless otherwise noted.	Remarks.
113002	MARYLAND—cont'd. Baltimore, Md., Sunbury, Pa.	Northern Central Rwy. Co.	Miles. 138.30	Pounds. 23,031	28	Feet and inches. r. p. o. cars, 11.60 ft.; authorized 11.50 ft. apt. 2 ft., Baltimore to Harrisburg; 3 ft. Harrisburg to Seaside, and 4 ft. residue, 22.10 by 9 (av.).	49.58	Dollars. 372.78	40	Dollars. 51,555.47	Dollars. 5,624.40	.....	.....	.....	.....	.....
113003	Baltimore, Md., Grafton, W. Va.	Baltimore and Ohio R. R. Co.	294.61	65,070	35.30	r. p. o. cars, 51. Baltimore to Washington, 4 ft. thence to Cumberland, 3 ft. thence to Grafton, 60 ft. by 9 ft.; authorized 41.60 ft. 1.40 ft. Baltimore to Washington, 4 ft. 60 ft. thence to Cumberland, 31.60 ft. thence to Grafton; apt. over various parts 21 by 8.11.	62.52	812.25	225 200 150	Dollars. 239,296.97	Dollars. 54,770.00	.....	.....	.....	.....	.....
113004	Araby, Fredericktown.	do.	3.83	1,235	25.06	apt. 11.10 by 9.	46.50	94.91	.....	363.50	.....	.....	.....	.....	.....	.....
113005	Waverton, Hagers-town.	do.	24.43	732	21.76	apt. 21.59 by 5.6.	21	73.53	.....	1,796.33	.....	.....	.....	.....	.....	.....
113006	Baltimore, Hagers-town.	Western Maryland R. R. Co.	87.93	4,825	23.64	r. p. o. cars, 40 by 8.7 ft.; apt. 11. over route and 4 additional 1. Baltimore to Glyndon, and 2 additional 1. Glyndon to Union Bridge, 20 by 8.4.	24.51	164.16	25	14,434.58	Dollars. 2,180.50	.....	.....	.....	.....	.....

113007	Annapolis, Annapolis Junction.	Annapolis, Washington and Baltimore R. Co.	20.83	620	12.86	apt., 1 l., 3 by 6.....	19	69.26	1,442.08
113008	Cambridge, Md., Seaford, Del.	Philadelphia, Wilmington and Baltimore R. Co.	33.62	637	18	apt., 1 l., 10.6 by 6.6...	6	70.11	2,357.09
113009	Baltimore, Ocean City.	Baltimore, Chesapeake and Atlantic R. Co.	131.53	333	14	apt., 1 l., Claiborne to Berlin, 11.8 by 7.5 (av.)	9.12	52.16	6,860.60
113010	Towson, Del., Centerville, Md.	Philadelphia, Wilmington and Baltimore R. Co.	35.21	787	26	apt., 2 l., 11.10 by 6.8.	12	76.10	2,679.48
113011	Cumberland, Md., Piedmont, W. Va.	Cumberland and Pennsylvania R. Co.	33.78	1,123	20.26	apt., 2 l., 11.6 by 6.11.	12	90.63	3,061.48
113012	Clayton, Del., Charlestown, Md.	Baltimore and Delaware Bay R. Co.	32.52	771	18	apt., 1 l., 11.2 by 6.3..	6	75.24	2,446.80
113013	Brandywine, Mechanicsville.	Washington and Potomac R. Co.	20.18	305	14.88	no apt.....	6	49.59	1,000.72
113014	Bowie, Popes Creek...	Philadelphia, Wilmington and Baltimore R. Co.	48.84	892	24.13	apt., 1 l., 10.6 by 6.6..	12	80.37	3,925.27
113015	Delmar, Del., Cape Charles, Va.	New York, Philadelphia and Norfolk R. Co.	96.12	3,090	29	apt., 1 l., 22.3 by 8.6..	13.4	143.61	13,663.03
113016	Vacant.	Baltimore and Ohio R. Co.	59.60	1,890	23.29	apt., 21 by 8.11, 2 l. over route and additional over portions.	23.95	123.12	7,337.95
113018	Baltimore substation (n.o.), Washington Junction (n.o.), 208 (Lake Roland), Garrison.	Northern Central Rwy. Co.	8.23	80	21.60	no apt.....	12	43.75	351.83
113019	Emmitsburg, Rocky Ridge.	Emmitsburg R. Co.	7.32	216	14	.....do.....	13.98	43.61	319.22
113020	Glyndon, Highfield...	Western Maryland R. Co.	74.11	1,115	23.32	apt., 2 l., 20 by 8.4....	16.09	89.78	6,653.59
113021	Vacant.	Baltimore and Lehigh Rwy. Co.	42.90	966	17.92	apt., 2 l., 13.2 by 7.4...	16.67	83.79	3,594.59
113022	Vacant.	State Line (n.o.), Baltimore.							
113023	Vacant.	State Line (n.o.), Baltimore.							
113024	Vacant.	State Line (n.o.), Baltimore.							
113025	Loudon Park (n.o.), Baltimore, Station G (Catonsville).	Philadelphia, Wilmington and Baltimore R. Co.	8.88	79	16.88	no apt.....	12	42.76	165.87

Covers 113034.

Extended to cover part 112002.

Terminals reversed.

Discontinued from Aug. 9, 1897.

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1897, and also on certain new routes in other States and Territories, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mail carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighted for 30 days from October 7, 1896, unless otherwise noted.	Remarks.
	MARYLAND—cont'd.												
113027	Park Junction (n. o.), Philadelphia, Pa., Baltimore (Camden Street Station), Md.	Baltimore and Ohio R. R. Co.	Miles. 98.30	Pounds. 22,967	30.27	Feet and inches. r. p. o. cars 21.60 by 9; authorized 11.60 ft. and 11.40 ft.; apt., 11.25 by 8 between Twenty-fourth and Chestnut streets, Philadelphia, and Baltimore (Camden Street Station).	53.57	Dollars. 362.52	Dollars. 75	Dollars. 35,635.71	Dollars. 7,372.50		
113028	Baltimore, Annapolis.	Baltimore and Annapolis Short Line R. R. Co.	26.22	574	24.20	no apt.	25	66.66		1,748.61			
113029	Canton Junction (n. o.), Baltimore, Station K (Sparrows Point), vacant.	Northern Central Rwy. Co.	8.13	191	20.64	do	34	42.75		347.55			
113030 113031 113032	Hagerstown, Md., Cherry Run, W. Va., vacant.	Western Maryland R. R. Co.	19.76	1,297	23.67	apt., 11.40 by 8.7	15	97.47		1,928.00			
113033 113034 113035 113036	Sixth street and Pennsylvania avenue, N. W., Station F., D. C., vacant.	Capital Traction Co.	2.16	488		no apt.	34.50	63.27		146.78			Pay from Apr. 6 to June 30, 1896.
113037 113038	Pennsular Junction, Cranford.	New York, Philadelphia and Norfolk R. R. Co.	16.34	1,100	18	apt., 11.25 by 8.6	12	89.78		1,467.60			New. Formerly part of 113002.

114036	Vacant	Norfolk and West-	44.97	455 23	apt. 17.3 by 8.8, 1 l.....	16.72	60.71.....	2,730.12.....	Covers 114037.
114037	Vacant	Norfolk and West-	69.58	497 17	apt. 8.10 by 6.8, 1 l.....	13	63.27.....	4,402.82.....	
114038	Vacant	Norfolk and West-	20.08	155 11	no apt.....	6	42.75.....	856.28.....	
114039	Pulaski, Monarst.....	Chesapeake and Ohio	208.03	651 26	apt. 18.4 by 8.9, 1 l.....	7.32	70.11.....	14,584.98.....	
114040	Bristol, Tenn., Gilly, Va.	Chesapeake and Ohio	208.03	651 26	apt. 18.4 by 8.9, 1 l.....	7.32	70.11.....	14,584.98.....	
114041	Brembluff, Bolling.....	Chesapeake and Ohio	208.03	651 26	apt. 18.4 by 8.9, 1 l.....	7.32	70.11.....	14,584.98.....	
114042	Norfolk, Danville.....	Chesapeake and Ohio	208.03	651 26	apt. 18.4 by 8.9, 1 l.....	7.32	70.11.....	14,584.98.....	
114043	Graham, Norton.....	Chesapeake and Ohio	208.03	651 26	apt. 18.4 by 8.9, 1 l.....	7.32	70.11.....	14,584.98.....	
114044	Lynchburg, Va., Durham, N. C.	Norfolk and Western	100.72	1,385 23	apt. 20 by 8.11, 1 l.....	7	101.75.....	10,248.26.....	
114045	Hampton, Wakefield Station.	Norfolk and Western	100.72	1,385 23	apt. 20 by 8.11, 1 l.....	7	101.75.....	10,248.26.....	
114046	Coatons (n. o.), Win-	do.....	117.25	659 25	apt. 19.6 by 8.10, 1 l.....	6.50	70.11.....	8,220.89.....	
114047	terpoek, Norfolk and	do.....	117.25	659 25	apt. 19.6 by 8.10, 1 l.....	6.50	70.11.....	8,220.89.....	
114048	Not weighed; summer service.	do.....	117.25	659 25	apt. 19.6 by 8.10, 1 l.....	6.50	70.11.....	8,220.89.....	
114049	Do.	do.....	117.25	659 25	apt. 19.6 by 8.10, 1 l.....	6.50	70.11.....	8,220.89.....	
114050	Washington, D. C.,	do.....	117.25	659 25	apt. 19.6 by 8.10, 1 l.....	6.50	70.11.....	8,220.89.....	
114051	Washington, W. Va.,	do.....	117.25	659 25	apt. 19.6 by 8.10, 1 l.....	6.50	70.11.....	8,220.89.....	
114052	Norfolk, Va., Cum-	do.....	117.25	659 25	apt. 19.6 by 8.10, 1 l.....	6.50	70.11.....	8,220.89.....	
114053	land Gap, Tenn.,	do.....	117.25	659 25	apt. 19.6 by 8.10, 1 l.....	6.50	70.11.....	8,220.89.....	
114054	Beeser, Craig City..	do.....	117.25	659 25	apt. 19.6 by 8.10, 1 l.....	6.50	70.11.....	8,220.89.....	
114055	Covington, Hot	do.....	117.25	659 25	apt. 19.6 by 8.10, 1 l.....	6.50	70.11.....	8,220.89.....	
114056	Springs.	do.....	117.25	659 25	apt. 19.6 by 8.10, 1 l.....	6.50	70.11.....	8,220.89.....	
114057	Roanoke, Va., Win-	do.....	117.25	659 25	apt. 19.6 by 8.10, 1 l.....	6.50	70.11.....	8,220.89.....	
114058	ston, N. C.	do.....	117.25	659 25	apt. 19.6 by 8.10, 1 l.....	6.50	70.11.....	8,220.89.....	
114059	Washington, D. C.,	do.....	117.25	659 25	apt. 19.6 by 8.10, 1 l.....	6.50	70.11.....	8,220.89.....	
114060	Quantico Junction	do.....	117.25	659 25	apt. 19.6 by 8.10, 1 l.....	6.50	70.11.....	8,220.89.....	
114061	(n. o.), Va.	do.....	117.25	659 25	apt. 19.6 by 8.10, 1 l.....	6.50	70.11.....	8,220.89.....	
114062	Elkton, Bridgewater..	do.....	117.25	659 25	apt. 19.6 by 8.10, 1 l.....	6.50	70.11.....	8,220.89.....	
114063	Vacant.	do.....	117.25	659 25	apt. 19.6 by 8.10, 1 l.....	6.50	70.11.....	8,220.89.....	
114064	Harrisonburg, Lex-	do.....	117.25	659 25	apt. 19.6 by 8.10, 1 l.....	6.50	70.11.....	8,220.89.....	
114065	ington.	do.....	117.25	659 25	apt. 19.6 by 8.10, 1 l.....	6.50	70.11.....	8,220.89.....	
114066	WEST VIRGINIA.	do.....	117.25	659 25	apt. 19.6 by 8.10, 1 l.....	6.50	70.11.....	8,220.89.....	
114067	Harpers Ferry, W.	do.....	117.25	659 25	apt. 19.6 by 8.10, 1 l.....	6.50	70.11.....	8,220.89.....	
114068	Va., Brockett, Va.	do.....	117.25	659 25	apt. 19.6 by 8.10, 1 l.....	6.50	70.11.....	8,220.89.....	
114069	Do.	do.....	117.25	659 25	apt. 19.6 by 8.10, 1 l.....	6.50	70.11.....	8,220.89.....	
114070	Do.	do.....	117.25	659 25	apt. 19.6 by 8.10, 1 l.....	6.50	70.11.....	8,220.89.....	

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1897, and also on certain new routes in other States and Territories, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mail carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighted for 30 days from October 7, 1897, unless otherwise noted.	Remarks.
WEST VIRGINIA—cont'd.													
116002	Grafton, Parkersburg	Baltimore and Ohio R. Co.	Miles. 103.74	Pounds. 44,101	28.52	Feet and inches. 3 l. 60 by 60 ft. 103.31 m.; apt. 1 l., 21 by 9.	27.73	Dollars. 588.34	Dollars. 150	Dollars. 61,024.01	Dollars. 15,496.50		
116003	Charleston, Clay	Charleston Clendenin and Sutton R. Co.	51.24	149	15.33	no apt.	6	42.75		2,190.51			Extended to cover 116027.
116004	Pennsboro, Harrisville.	Pennsboro and Harrisville Ritchie County Rwy. Co.	9.28	254	11.43	do	12	46.17		428.45			
116005	Wheeling, Junction (n. o.), Wheeling.	Pittsburgh, Cincinnati, Chicago and St. Louis Rwy. Co.	24.45	3,436		apt. 1 l., 19.2 by 9.3	34	147.06		3,593.61			
116006	Flatwoods, Sutton	West Virginia and Pittsburgh R. Co.	6.00	211	18.44	apt. 2 l., 20.2 by 8.10	12	42.75		258.50			Route curtailed.
116007	Thomas, Davis	West Virginia Coal and Iron Co.	6.45	199	15.55	no apt.	26	42.75		275.73			
116008	Winifrede, Junction (n. o.), Winifrede.	Winifrede R. R. Co.	4.88	88	9.80	do	15	42.75		208.62			
116009	Hotchkiss, Horton	Dry Fork R. R. Co.	31.33	86	12.56	do	6	42.75		1,339.35			
116010	Point Pleasant, Junction (n. o.), Ohio, Gauley Bridge, W. Va.	Kanawha and Michigan Rwy. Co.	95.87	781		apt. 1 l., 20.6 by 9.2	13.73	76.10		7,257.66			Restated, and covers 116020.
116011	Weston, Pickens	West Virginia and Pittsburgh R. Co.	50.99	658	18.10	apt. 1 l. over route and 1 additional between Weston and Buckhannon 20.2 by 8.10.	7.91	70.11		3,574.90			
116012	Grafton, Belington	Baltimore and Ohio R. Co.	41.59	646	16.20	apt. 1 l., 11.9 by 8.10	13	70.11		2,915.87			

116013	Wheeling, Kenova...	Ohio River R. R. Co.	223.72	3,254	26.50	apt. 2 l., 25 by 9	20.65	145.35	32,517.70	Covers 116039.
116014	Green Spring, Romney	Baltimore and Ohio	18.61	265	17.33	no apt.	12	47.03	781.16	
116015	Beaumont, Goodwill	R. R. Co.	4.92	11,282	14	apt. 4 l., 25 by 8.9	56	237.69	1,169.43	
116016	Coopers, Goodwill	Norfolk and West-	7.91	191	15.05	no apt.	11.18	42.75	338.15	
116017	Connellsville, Pa.,	ern Rwy. Co.	70.85	1,577	23.29	apt. 2 l., 25.3 by 9	13.45	109.44	7,753.82	Covers 110240.
116018	Fairmont, W. Va.	Baltimore and Ohio	15.85	332	13.22	no apt.	12	44.46	704.69	
116019	Cairo, Macfarlan	R. R. Co.	130.18	1,373	22.62	apt. 3 l. Cumberland	13	100.89	12,124.96	
		Valley R. R. Co.				to Elkina, 1 l. rest-				
		West Virginia Cen-				due, 12.4 by 8.11				
		tral and Pitts-				(av.).				
		burg Rwy. Co.								
116020	Vacant.	Tunnelton, King-	11.45	237	8.65	no apt.	12	46.17	528.64	
116021	Tunnelton, Kingwood	wood and Fair-								
		chance R. R. Co.								
116022	Cedar Grove, Mammoth	Kelly Creek Im-	5.16	59	14.65	do	12	42.75	230.59	
		provement Co.								
116023	Bredus, Berkeley	Baltimore and Ohio	6.90	215	19	do	13	43.61	300.90	
		R. R. Co.								
116024	Springs, Berkeley	Ripley and Mill	13.45	321	16.57	do	12	51.30	689.98	
		Creek Valley R. R.								
		Co.								
116025	Harrison (n. o.), Elk	West Virginia Cen-	7.31	73	10.97	do	12	42.75	312.50	
		tral and Pitts-								
		burg Rwy. Co.								
116026	Swell, Cliff Top	Longdale Iron Co.	9.00	65	13.34	do	6	42.75	384.75	
116027	Vacant.	Monongahela River								
116028	Fairmont, Clarke	R. R. Co.	33.44	783	22.20	apt. 2 l., 12 by 8.9	12	78.10	2,544.78	
116029	Burg, Cumberland	Pittsburg R. R. Co.	7.74	329		no apt.	21	51.30	397.06	
		Union (n. o.),								
		St. Chicago and								
		New Cumberland								
116030	Vacant.	St. Louis Rwy. Co.								
116031	Vacant.	Ravenswood, Spen-	33.63	472	15.06	apt. 1 l., 4.2 by 8	6	61.56	2,070.26	
116032	Ravenswood, Spencer	cer and Glenville								
		Rwy. Co.								
116033	Bellington, Elkina	West Virginia Cen-	16.49	548	21.85	apt. 1 l., 12 by 9	6	65.84	1,085.70	
		tral and Pittsburg								
		Rwy. Co.								
116034	Clarkburg, Lanes	West Virginia and	103.96	885	16.77	apt. 1 l. over route	7.50	80.37	8,354.87	Covers part 116008.
		Pittsburg R. R. Co.				and 1 additional				
						Clarkburg to Wes-				
						tern, 20.2 by 8.10.				
						apt. 1 l., 22.6 by 9	12	69.26	339.37	
116035	Terminal Junction	Wheeling, Bridge	4.90	634						
		(n. o.), Ohio, Wheel-								
		ing, W. Va.								

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1897, and also on certain new routes in other States and Territories, etc.—Continued.

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WEST VIRGINIA—cont'd.													
110036	Mount Carbon, Pow- ellton.	Powellton and Pocahontas Rwy. Co.	Miles. 5.01	Pounds. 63	18.22	Feet and inches. no apt.	13	Dollars. 42.75	Dollars. 214.17	Dollars. 214.17	Dollars.		
110037	Vacant.												
110038	Coalburg, Acme	Chesapeake and Ohio Rwy. Co.	14.19	55	10.11	do	6	42.75	606.63	606.63			
110039	Vacant.	do.											
110040	Thurmond, Macdonald		2.61	164	10.20	do	12	42.75	410.82	410.82			
110041	North Fork Junction (to, o.), Ashland.	Norfolk and West- ern Rwy. Co.	6.13	86	9.67	do	10.50	42.75	262.05	262.05			
110042	Grafton, W. Va., Bel- lair, Ohio.	Baltimore and Ohio R. R. Co.	94.20	14,033	26.98	apt. 31, 25.3 by 8.9	28.13	266.76	21,814.31	21,814.31			New from July 1, 1897; formerly part of 113003.
NORTH CAROLINA.													
118001	Weldon, Raleigh	Raleigh and Gaston R. R. Co.	94.01	4,067	30	apt. 21.3 by 9 (av.), 21, 25.3 by 9.1 (av.); 11, Wilmington to Hamlet; 21, Ham- let to Charlotte; 11, Weldon to Hamlet.	14	157.32	15,113.73	15,113.73		1896. April 1	
118003	Wilmington, Ruther- fordton.	Carolina Central R. R. Co.	268.17	1,267	31		11.09	94.62	26,904.78	26,904.78		do	
118010	Raleigh, Hamlet	Raleigh and Augusta Air Line R. R. Co.	94.66	3,314	13	apt. 25.3 by 9.1 (av.), 21	14	146.21	14,132.65	14,132.65		do	
118025	Louisburg, Franklin	Raleigh and Gaston R. R. Co.	10.45	221	10	no apt.	12	43.61	455.72	455.72		do	
118029	Monroe, Pittsboro	Raleigh and Augusta Air Line R. R. Co.	12.36	125	17	do	12	42.75	528.39	528.39		do	
118033	Bryants, Va., Lewis- ton, N. C.	Seaboard and Roanoke R. R. Co.	35.62	366	15	apt. 8 by 6.11, 11	13.37	53.87	1,918.84	1,918.84		do	
118034	Hamlet, Gibson Sta- tion.	Raleigh and Augusta Air Line R. R. Co.	10.07	84	11	no apt.	6	42.75	430.49	430.49		do	

1118038	Monroe, N. C., Clinton, S. C.	Georgia, Carolina and Northern Rwy. Co.	91.02	2,589 14	apt. 12 by 6.8, 2 1.....	14	135.95.....	12,374.16.....	.....do.....	
1118041	Henderson, Durham...	Durham and Northern Rwy. Co.	41.51	275 22	apt. 14.3 by 8.10, 1 1...	9	47.88.....	1,987.49.....	.....do.....	
1118045	Hamlet, N. C., Charlaw, S. C.	Raleigh and Augusta Air Line R. R. Co.	18.52	88 13	no apt.....	6	42.75.....	791.73.....	.....do.....	
1118051	Fendleton, Murfreesboro.	Seaboard and Roanoke R. R. Co.	6.36	85 13	.....do.....	6	42.75.....	271.89.....	.....do.....	
GEORGIA.											
121071	Clinton, S. C., Atlanta, Ga.	Georgia, Carolina and Northern Rwy. Co.	181.88	3,200 29	apt. 12 by 6.8, 2 1.....	14	145.35.....	28,436.25.....	.....do.....	
121019	Barnesville, Thomas-ton.	Central of Georgia Rwy. Co.	16.85	263 12	no apt.....	12	47.03.....	792.45.....	Feb. 26	Corrected returns.	
FLORIDA.											
123036	Jacksonville, May-port.	Jacksonville, May-port, Pablo Rwy. and Navigation Co.	25.00	110 15	no apt.....	6	42.75.....	1,063.75.....	Feb. 26		
123039	Green Cove Springs, Melrose.	Southwestern R. R. Co.	34.02	77 21	.....do.....	6	42.75.....	1,454.35.....	.....do.....	Discontinued from Nov. 2, 1896.
123054	West Palm Beach Junction (n. o.), Miami.	Florida East Coast Rwy. Co.	68.06	1,183 28	apt. 17.9 by 7.3, 1 1.....	6	93.20.....	6,343.19.....	1897. Mar. 12	67.53 m. from June 15, 1894, to Feb. 7, 1897; 67.85 m. from Feb. 8 to Mar. 31, 1897; 68.06 m., from Apr. 1, 1897.	
124047	Gadsden, Attalla.....	Nashville, Chattanooga and St. Louis Rwy.	6.21	84 24	no apt.....	6	42.75.....	265.47.....	Mar. 17	New from July 1, 1894.	
OHIO.											
121143	Middletown, Hagerman Station.	Middletown and Cincinnati R. R. Co.	11.91	52 23	no apt.....	9.06	42.75.....	509.15.....	1896. Oct. 7	New from Mar. 16, 1896.	
MICHIGAN.											
127015	Monroe, Ludington....	Flint and Pere Marquette R. R. Co.	254.73	4,991 26.21	r. p. o. cars, 11.45 ft. Plymouth Junction to Saginaw East Side run and authorized; apt. 20.8 by 9 (av.), 1 1. over various parts route.	17.13	170.15 } 136.12 }	37,511.26	2,460.80	Mar. 25	Adjusted from July 1, 1896; land grant, Flint to Ludington, 171.35 miles.

H. — Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1897, and also on certain new routes in other States and Territories, etc.—Continued.

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MICHIGAN—continued.													
137016	Stanton Junction (n. o.), Big Rapids.	Detroit, Lansing and Northern R. R. Co.	Miles. 64.00	Pounds. 1,613	24.65	Feet and inches. apt. 1 1. 19.10 by 9	12	Dollars. 111.15	Dollars. 7,113.90	Dollars. 7,113.90	1896. Mar. 25	Adjusted from July 1, 1896.	Adjusted from July 1, 1896.
137017	Detroit, Howard	do.	168.40	5,333	38.33	apt. 8 1. over part and 21. over other parts, 20.1 by 9 (av.).	16.61	{ 174.42 57.29 }	{ 28,034.90 }	28,034.90	do	do	Adjusted from July 1, 1896; lap service between Redford Junction (n. o.) and Delray 8.44 miles over route 137102.
137018	Fort Wayne, Ind., Mackinaw, Mich.	Grand Rapids and Indiana Rwy. Co.	368.08	3,527	26.89	apt. over parts of route, 22.6 by 8.11 (av.).	16.62	{ 119.69 149.62 }	{ 45,121.59 }	45,121.59	do	do	Adjusted from July 1, 1896; land grant to Fort Wayne, Ind., to Petokey, Mich., 332.21 miles. Adjusted from July 1, 1896.
137022	Big Rapids, Holland.	Chicago and West Michigan Rwy. Co.	91.63	1,075	17.57	apt. 1 1. 14.4 by 8.10	19.71	88.07	8,009.85	8,009.85	do	do	Adjusted from July 1, 1896.
137025	Saginaw, East Side, Port Huron.	Flint and Pere Marquette R. R. Co.	90.54	994	20.03	apt. 1 1. 22 by 9	12	84.65	7,664.21	7,664.21	do	do	Do.
137026	Grand Rapids, Petokey.	Chicago and West Michigan Rwy. Co.	226.44	2,194	27.23	apt. 1 1. over route and 1 additional 1. over part, 14.7 by 8.10 (av.).	10.22	130.82	29,622.88	29,622.88	do	do	Route curtailed and extended to cover 137096.
137031	Emery Junction (n. o.), Bay City.	Detroit and Mackinac Rwy. Co.	48.97	2,599	29	apt. 1 1. 13.11 by 8.11 (av.).	13	135.95	6,657.47	6,657.47	1897. Mar. 17	1897.	New and adjusted from October 25, 1896.
137041	Saginaw East Side, Howard.	Detroit, Lansing and Northern R. Co.	80.85	1,207	25.53	apt. 1 1. 15.4 by 8.10	12	94.05	7,603.94	7,603.94	1896. Mar. 25	1896.	Adjusted from July 1, 1896; covers part route 137030.
137042	Port Huron, Grindstone City.	Flint and Pere Marquette R. R. Co.	93.45	1,352	24.34	apt. 1 1. 15.6 by 7.6	12	100.04	9,348.73	9,348.73	do	do	Adjusted from July 1, 1896; covers route 137104.
137043	Coleman, Mount Pleasant.	do.	15.12	372	18.94	no apt.	13	54.72	827.86	827.86	do	do	Adjusted from July 1, 1896.

137044	Clare, Harrison.....	17.37	100 17.55	do	do	6	42.75	742.56	do	Do.
137045	Manistee.....	27.15	1,705 28.21	apt. 1.1. 22 by 9	do	12	115.43	3,133.92	do	Do.
137047	Flint, Fordia.....	24.45	141 12.73	no apt.	do	6	42.75	1,045.23	do	Do.
137048	Saginaw East Side, Bay City.....	12.57	1,559 28.21	apt. 1.1. 18 by 9	do	38	103.86	1,845.46	do	Do.
137049	Saginaw West Side, Saginaw.....	3.18	829 19.08	no apt.	do	28	77.81	247.43	do	Do.
137050	Port Huron, Almont, Saginaw East Side, Port Huron.....	34.40	829 18.55	do	do	12	51.30	1,774.98	do	Do.
137061	Palm Station, Sand Beach.....	18.95	805 20.05	do	do	12	49.59	939.73	do	Do.
137076	Owosso, Munkegon.....	118.74	864 25.43	apt. 1.1. 13.2 by 7.10	do	6	79.52	7,989.60	do	Do.
137079	Grand Lodge, Grand Rapids.....	53.40	5,064 36.39	apt. 2.1. 24.6 by 9	do	18	171.00	9,131.40	Mar. 25 1897	Lap service, Owosso to Flint, 21.8 m., over route 137020, adjusted from July 1, 1896.
137080	Jackson, Addison Junction (n. o.).....	18.60	1,324	apt. 1.1. 22 by 9.4	do	15.50	94.91	1,773.86	Mar. 17 1897	New and adjusted from May 25, 1896, to June 21, 1896, on 19.27 m., and on 18.69 m., from June 22, 1896.
137102	Plymouth Junction (n. o.) and Detroit.....	24.67	8,074	r. p. o. cars, 1 l. 45 by 9; same authorized; apt. 1.1. 18 by 9	do	25	203.49 } 86.36 }	3,657.86	Mar. 25 1896	Adjusted from July 1, 1896; lap service ply. month Junction to Redford Junction (n. o.), 11.63 miles over route 137017.
137104	Coleman and Beaverton.....	10.95	25 12.35	no apt.	do	6	42.75	468.11	do	Adjusted from July 1, 1896.
141043	Iron and Eveleth.....	5.15	103 16.08	no apt.	do	6	42.75	220.16	Mar. 17 1897	New and adjusted from July 13, 1896.
143061	Fraser and Fraser Junction (n. o.).....	4.00	70 9.70	no apt.	do	6	42.75	171.00	Mar. 29 1897	New and adjusted from Aug. 10, 1896.
145016	Atchison, Kans. and St. Joseph, Mo.....	22.26	162 23	no apt.	do	7	6.84	152.25	do	New and adjusted from Nov. 1, 1896; lap over route 145030.
145069	Cassville and Exeter.....	4.60	327 12	do	do	17.50	51.30	235.98	Nov. 11 1896	Adjusted from Sept. 21, 1896.
145085	Lake Junction (n. o.) and Ferridge.....	9.02	97 20	do	do	13.16	42.75	385.60	Mar. 17 1897	New and adjusted from June 8, 1896.

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1897, and also on certain new routes in other States and Territories, etc.—Continued.

No. of route.	State and termin.	Corporate title of company.	Length of route.	Average weight of mail carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Annual rate of pay for transportation.	Annual rate of pay for r. p. o. cars.	Weighted for 30 days from October 7, 1896, unless otherwise noted.	Remarks.
MISSOURI—continued.													
140089	Brownwood and Zalma	Brownwood and Northwestern Rwy. Co.	Miles 8.81	Pounds 140	10	Feet and inches. no apt.	12	Dollars 42.75	Dollars 376.62	Dollars	Dollars	1897. Mar. 17.	New and adjusted from Apr. 12, 1896.
LOUISIANA.													
140025	Mandeville, New Orleans.	East Louisiana R. R. Co.	30.31	222	9	no apt.	7	43.61	1,321.81	1896. 7 Oct. 1897.			New from June 1, 1896.
140034	Shimmsport, Bankie.	St. Louis, Arroyelles and Southwestern Rwy. Co.	27.33	400	11	do	7	56.43	1,542.23	Mar. 17			New from Dec. 1, 1896.
140035	Junction (n. o.), Marksville.	do	9.03	176	11	do	7	42.75	386.03	do			Do.
COLORADO.													
165061	Victor, Goldfield.	Florence and Cripple Creek R. R. Co.	1.24	97	10	no apt.	14	42.75	53.01	do			New from Feb. 1, 1897.
ARIZONA.													
168011	Tempe, Mesa.	Maricopa and Phoenix and Salt River Valley R. R. Co.	8.79	182	14	no apt.	13	42.75	375.77	do			New from June 15, 1896.
UTAH.													
169020	Mammoth Junction (n. o.), Robinson.	Oregon Short Line and Utah Northern Rwy. Co.	1.76	72	13	no apt.	7	42.75	75.24	do			New from Nov. 23, 1896.
OREGON.													
172018	McEwen, Sumpter.	Sumpter Valley Rwy. Co.	6.91	401	11	no apt.	7	56.43	389.93	do			New from Nov. 30, 1896.
CALIFORNIA.													
176092	Elanore Junction (n. o.), Elsinore.	Southern California Rwy. Co.	2.49	125	24	no apt.	12	42.75	106.02	do			New from June 15, 1896.

I.—Statistics of mileage, increase in mileage, annual transportation, and cost of the railroad service from 1836 to June 30, 1897.

Date.	Length of routes.	Annual transportation.	Cost per annum.	Increase in length of routes.	Decrease in length of routes.
	Miles.	Miles.		Miles.	Miles.
June 30, 1836		*1,878,296			
June 30, 1837	974	*1,793,924	*3307,444		
June 30, 1838		*2,356,852	*494,123		
June 30, 1839		*3,396,055	*520,602		
June 30, 1840		*3,889,053	*595,353		
June 30, 1841		*3,946,450	*585,843		
June 30, 1842	3,091	*4,424,262	432,568	2,117	
June 30, 1843		*5,692,402	*733,687		
Nov. 1, 1843	3,714	(*)	531,752	623	
June 30, 1844		*5,747,855	*802,006		
June 30, 1845		*6,484,592	*843,430		
Oct. 31, 1845	4,092	(*)	587,769		
June 30, 1846		*7,781,828	*870,570		
Nov. 1, 1846	4,402		587,769	310	
June 30, 1847		4,170,403	597,475		
Nov. 1, 1847	4,735		597,923	333	
June 30, 1848		4,327,400	584,192		
Oct. 1, 1848	4,957		587,204	222	
June 30, 1849	5,497	4,861,177	635,740	540	
June 30, 1850	6,886	6,524,593	818,227	1,389	
June 30, 1851	8,255	8,364,503	985,019	1,369	
June 30, 1852	10,146	11,082,768	1,275,520	1,891	
June 30, 1853	12,415	12,986,705	1,601,329	2,269	
June 30, 1854	14,440	15,433,389	1,758,610	2,025	
June 30, 1855	18,333	19,202,469	2,073,089	3,893	
June 30, 1856	20,323	21,809,296	2,310,389	1,990	
June 30, 1857	22,530	24,267,944	2,559,847	2,207	
June 30, 1858	24,431	25,763,452	2,828,301	1,901	
June 30, 1859	26,010	27,268,384	3,243,974	1,579	
June 30, 1860	27,129	27,653,749	3,349,662	1,119	
May 31, 1861	16,886	†5,701,093	†978,910		6,886
June 30, 1861	22,018	23,116,823	2,543,769	1,775	
June 30, 1862	21,338	22,777,219	2,498,115		680
June 30, 1863	22,152	22,871,558	2,538,517		814
June 30, 1864	22,616	23,301,942	2,567,044		464
June 30, 1865	23,401	24,087,568	2,707,421		785
June 30, 1866	32,092	30,609,467	3,391,592	†8,691	
June 30, 1867	34,015	32,437,900	3,812,600	1,923	
June 30, 1868	36,018	34,886,178	4,177,126	2,003	
June 30, 1869	39,537	41,399,284	4,723,080	3,519	
June 30, 1870	43,727	47,551,970	5,128,901	4,190	
June 30, 1871	49,834	55,557,048	5,724,979	6,107	
June 30, 1872	57,911	62,491,749	6,502,771	8,077	
June 30, 1873	63,457	65,621,445	7,257,196	5,546	
June 30, 1874	67,734	72,400,545	9,113,190	4,277	
June 30, 1875	70,083	75,154,910	9,216,518	2,349	
June 30, 1876	72,348	77,741,172	9,543,134	2,265	
June 30, 1877	74,546	85,358,710	§9,053,956	2,198	
June 30, 1878	77,120	92,120,395	9,566,595	2,574	
June 30, 1879	79,991	93,092,992	|| 9,067,590	2,871	
June 30, 1880	85,320	96,497,463	10,408,986	5,329	
June 30, 1881	91,509	103,521,229	11,613,368	6,249	
June 30, 1882	100,563	113,995,318	12,753,184	8,994	
June 30, 1883	110,208	129,198,641	13,887,800	9,645	
June 30, 1884	117,160	142,541,392	15,012,603	6,952	
June 30, 1885	121,032	151,910,845	16,627,983	3,872	
June 30, 1886	123,933	165,699,389	17,336,512	2,901	
June 30, 1887	130,949	169,689,866	18,056,272	7,016	
June 30, 1888	143,713	185,485,783	19,524,959	12,764	
June 30, 1889	150,381	204,192,489	21,639,613	6,668	
June 30, 1890	154,779	215,715,680	23,395,232	4,398	
June 30, 1891	159,618	228,719,900	25,183,713	4,739	
June 30, 1892	162,576	239,731,509	27,126,529	3,058	
June 30, 1893	166,952	252,750,574	28,910,195	4,370	
June 30, 1894	169,768	264,717,595	30,358,190	2,816	
June 30, 1895	171,212	267,117,737	31,205,342	1,444	
June 30, 1896	172,794	268,806,324	32,405,797	1,581	
June 30, 1897	173,475	273,190,356	33,876,521	681	

* Railroad and steamboat service combined; no separate report.

† Decrease caused by the discontinuance of service in the Southern States.

‡ Increase attributable in part to the resumption of service in the Southern States.

§ Decrease in cost caused by reductions in the rates of pay under act of July 12, 1876.

|| Decrease in cost caused by reductions in the rates of pay under act of June 17, 1878.

X.—Increase and decrease in star, special office, steamboat, railroad, mail-messenger, regulation, screen, or other wagon service, and electric and cable-car service during the year ended June 30, 1897.

State or Territory.	Star service.				Special office service.			
	Length of routes.		Annual rate of expenditure.		Distance traveled per annum.		Length of routes.	
	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.
	<i>Miles.</i>	<i>Miles.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
Maine.....	.....	.....	.....	.....	.....	.....	.....	.....
New Hampshire.....	5.06	.....	657.17	.....	.....	.....	.....	.....
Vermont.....	7.14	.....	441.63	.....	5,764.72	19,258.72	18.37	5,731.44
Massachusetts.....	4.17	.....	317.13	.....	6,332.96	.....	7.50	2,340
Rhode Island.....	9.06	.....	.....	85,343.96	.....	.....	8.75	2,730
Connecticut.....	.....	2.89	2,718.00	2,718.00	.....	84,062.16	1.25	390
New York.....	.....	4.27	216.28	.....	.....	4,588.48	.....	.....
New Jersey.....	.....	359.26	204,214.90	.....	.....	1,289,402.82	.....	7,762.66
Pennsylvania.....	.....	31.92	4,673.22	.....	.....	42,095.16	.....	11,587.68
Delaware.....	.....	168.24	64,512.92	.....	.....	336,719.08	.....	.....
District of Columbia.....	5	.....	169.00	.....	5,772	205,888.44	.....	4,782.96
Delaware.....	.....	82.75	38,350.90	.....	.....	4,164.96	.....	.....
Maryland.....	.....	72.31	2,358.91	.....	.....	.....	.....	.....
Virginia.....	.....	.....	.....	.....	.....	.....	61.25	19,110
West Virginia.....	32.76	.....	3,360.02	.....	60,758.64	.....	.....	.....
North Carolina.....	50.99	728.94	4,296.78	353,651.96	84,627.97	1,995,779.38	127.77	45,658.08
South Carolina.....	.....	109.76	.....	17,092.65	327,004.07	.....	.....	51,480
Georgia.....	99.51	.....	4,785.23	.....	503,639.85	.....	165	17,706
Florida.....	133.37	.....	11,639.95	.....	463,251.70	.....	274.20	83,550.40
Alabama.....	6.25	.....	23,025.43	.....	174,783.95	.....	233.90	40,218
Mississippi.....	41.34	.....	22,750.06	.....	154,988.40	.....	234	46,672
Mississippi.....	627.49	.....	13,215.21	.....	375,943.32	.....	178.37	119,011.86
Tennessee.....	232.95	.....	11,496.10	.....	614,872.69	.....	776.87	64,114.96
Kentucky.....	236.29	.....	7,766.63	.....	620,877.86	.....	206.51	70,047.12
Ohio.....	1,345.86	151.10	101,734.86	.....	2,957,871.30	.....	1,878.50	494,828.84
Indiana.....	56.06	.....	24,279.40	.....	.....	83,736.64	.....	15,123.86
Illinois.....	67.75	.....	2,446.89	.....	62,552.88	.....	48.49	4,914
Michigan.....	240.35	.....	71,998.60	.....	.....	505,643.44	15.50	3,900
Wisconsin.....	187.53	.....	2,443.58	.....	25,138.40	.....	56.75	18,642
Minnesota.....	30.54	.....	4,147.50	.....	25,453.72	.....	139.75	43,602
Iowa.....	240.36	.....	1,995.70	.....	77,697.92	.....	.....	21,925.20
Missouri.....	76.77	.....	2,308.82	.....	51,845.04	.....	68.35	3,007.63
Missouri.....	61.68	.....	15,557.32	.....	41,753.92	.....	81.07	23,293.84
Missouri.....	719.99	240.35	4,756.71	120,922.24	283,942.88	580,370.08	68.35	21,925.20
Missouri.....	.....	.....	.....	.....	.....	.....	366.95	114,488.40

Arkansas.....	67.05	2,307.43	7,200.08	85,865.53	44,185.58	176.23	54,990
Louisiana.....	4.07	4,540.58		161,643.04		27.50	8,580
Texas.....		3,602.73		128,198.72		318.75	68,230
Indian Territory.....		3,157.70		132,016.56		204	63,618
Oklahoma.....		31.68		8,478.08		221.75	60,146
Kansas.....			2,736.57	15,742.66		18.11	4,708.60
Nebraska.....				32,358.56		34	7,072
South Dakota.....		1,701.84		36,428	26.75	157.50	20,475
North Dakota.....		1,895.43		27,415.44		44.83	1,068.96
Montana.....		2,865.79		39,067.00	105	27.040	
Wyoming.....		2,862.23		77,670.32		43.53	4,307.08
Colorado.....		3,003.49		85,237.36		129.50	18,382
New Mexico.....		3,025.02		67,637.44		15.912	
Arizona.....		5,034.09		61,601.12	56.50	2,002	
Utah.....		2,940.08		107,089.84	6.58	124.25	11,406
Idaho.....		6,653.54		57,787.60		80	16,640
Washington.....		3,443.77		118,449.76	10.25	51.25	10,660
Oregon.....		9,632.61		64,249.12		19,708	
Nevada.....		4,406.60		12,964.12	165.50	34,424	
California.....			5,601.01			140	610
Alaska.....							
Total.....	2,062.98	35.75	15,626.66	1,300,978.86	44,185.58	1,766.24	353,360.56
Net Income.....	4,179.82	1,450.14	591,335.12	4,638,420.96	2,629,345.04	4,079.17	985,738.56
Net Disbursements.....	3,023.68		520,608.12	2,007,075.92		3,512.47	811,189.12

K.—Increase and decrease in star, special office, steamboat, railroad, mail-messenger, regulation, screen, or other wagon service, and electric and cable car service during the year ended June 30, 1897—Continued.

State or Territory.	Steamboat service.				Railroad service.			
	Length of routes.		Annual rate of expenditure.		Length of routes.		Annual rate of expenditure.	
	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.
	<i>Miles.</i>	<i>Miles.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Dollars.</i>	<i>Dollars.</i>
Maine.....	211.25		1,340.77		1		174.42	
New Hampshire.....							10,002.34	
Vermont.....					42.57		748.89	
Massachusetts.....					6		3,926.52	
Rhode Island.....					43.29			
Connecticut.....					37.39			
New York.....					19.02		504.67	
New Jersey.....					141.70		878.61	
Pennsylvania.....								
Delaware.....					26.66		914.36	
Maryland.....			43.00				72,356.27	
Virginia.....					.53		13,385.00	
West Virginia.....	211.25		1,340.77	43.00	446.13		15,537.64	91,331.04
North Carolina.....	9.25			10,535.82	2.88			8,480.16
South Carolina.....	28.50			5,668	757.73		425,531.61	2,114,975.35
Georgia.....	22		1,087.00	13,728	54.01		26,865.52	97,757.76
Florida.....	67.22		2,285.34	42,869.52	237.31		30,151.40	297,040.21
Alabama.....	2.25		851.00	1,600	361.49		19,146.44	61,322.64
Mississippi.....	1		103.00	1,092	63.70		31,007.10	443,389.22
Tennessee.....			177.00		38.43		52,842.79	173,733.88
Kentucky.....	119.10		181.74	13,182	167.77		102,884.07	405,022.43
Ohio.....	124.97	192.85	1,988.00	64,097.82	1,128.64	729.54	639,111.39	3,483,935.92
Indiana.....				15,964	205.04		608,778.13	2,132,679.65
Illinois.....					52.44		100,777.84	610,834.04
Michigan.....	15		2.50	6,150			62,721.16	427,461.19
Wisconsin.....	42		1,480.00	17,810	39.31		166,013.15	84,681.98
Minnesota.....					48.63		1,553.93	
Iowa.....					109.62		32,028.20	22,330.00
Missouri.....					3.59		27,536.42	5,592.54
					30.46		31,851.20	33,536.17
	57		1,432.50	23,060	434.06	283.52	968,640.37	2,790,369.92
							62,721.16	488,834.01

Arkansas.....	1.50	313.00	.....	.....	.....	112.37	.....	8,569.20	.....	70,118.98	.....
Louisiana.....	80.25	800.00	.....	.....	18,876	142.08	.....	13,133.03	.....	93,912	.....
Texas.....	28	800.00	.....	.....	7,176	11.33	.....	3,305.30	.....	.....	2,294.32
Indian Territory.....	.....	.....	.....	.....	.....	170.85	.....	4,994.70	.....	108,181.84	.....
Oklahoma.....	.....	.....	.....	.....	.....	28.28	.....	743.81	.....	17,582.32	.....
Kansas.....	.....	.....	.....	.....	.....	.....	29.57	.....	.....	5,184.57	.....
Nebraska.....	.....	.....	.....	.....	.....	.....	25.60	.....	.....	1,384.68	.....
South Dakota.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
North Dakota.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Montana.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wyoming.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Colorado.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New Mexico.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Arizona.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Utah.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Idaho.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Washington.....	.....	841	573.00	.....	.....	21,238	.....	.....	.....	.....	.....
Oregon.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Nevada.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
California.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Alaska.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	5,063.75	841	5,965.82	.....	60,578	21,228	650.41	58,383.29	7,879.70	358,673.40	146,349.80
Net increase.....	5,451.97	983.35	10,677.09	3,067.07	159,170.84	87,192.52	2,215.94	1,534.71	1,981,872.89	211,148.87	6,649,464.40
Net decrease.....	4,488.62	.....	7,610.02	.....	121,978.32	.....	681.23	1,470,724.02	.....	4,384,032.22	.....

K.—Increase and decrease in star, special office, steamboat, railroad, mail-messenger, regulation, screen, or other wagon service, and electric and cable-car service during the year ended June 30, 1897—Continued.

State or Territory.	Length of routes.			Annual rate of expenditure.			Distance traveled per annum.			Regulation, screen, or other wagon service.		
	Increase.		Decrease.	Increase.		Decrease.	Increase.		Decrease.	Length of routes.		Annual rate of expenditure.
	Miles.	Miles.	Miles.	Dollars.	Dollars.	Dollars.	Miles.	Miles.	Miles.	Miles.	Dollars.	Dollars.
Maine..... New Hampshire..... Vermont..... Massachusetts..... Rhode Island..... Connecticut..... New York..... New Jersey..... Pennsylvania..... Delaware..... Maryland..... Virginia..... West Virginia.....	4.76	175.38	21.06	121.00	103,303.01	12,914.08	1,614,785.49	618.36	404,073.00	2,761,904.67	3,045.00	22,002.61
North Carolina..... South Carolina..... Georgia..... Florida..... Alabama..... Mississippi..... Tennessee..... Kentucky.....	4.76	175.38	21.06	121.00	103,303.01	12,914.08	1,614,785.49	618.36	404,073.00	2,761,904.67	3,045.00	22,002.61
Ohio..... Indiana..... Illinois..... Michigan..... Wisconsin..... Minnesota..... Iowa..... Missouri.....	4.76	175.38	21.06	121.00	103,303.01	12,914.08	1,614,785.49	618.36	404,073.00	2,761,904.67	3,045.00	22,002.61
Maine..... New Hampshire..... Vermont..... Massachusetts..... Rhode Island..... Connecticut..... New York..... New Jersey..... Pennsylvania..... Delaware..... Maryland..... Virginia..... West Virginia.....	4.76	175.38	21.06	121.00	103,303.01	12,914.08	1,614,785.49	618.36	404,073.00	2,761,904.67	3,045.00	22,002.61
North Carolina..... South Carolina..... Georgia..... Florida..... Alabama..... Mississippi..... Tennessee..... Kentucky.....	4.76	175.38	21.06	121.00	103,303.01	12,914.08	1,614,785.49	618.36	404,073.00	2,761,904.67	3,045.00	22,002.61
Ohio..... Indiana..... Illinois..... Michigan..... Wisconsin..... Minnesota..... Iowa..... Missouri.....	4.76	175.38	21.06	121.00	103,303.01	12,914.08	1,614,785.49	618.36	404,073.00	2,761,904.67	3,045.00	22,002.61

Arkansas.....	10.38	1.17	532.00	2,360.43	15,128.88	1,000.92	3.24	2,302.00	14,948.96
Louisiana.....		2.96		3,896.00	6,376.30	89,705.12	53.89	7,047.00	66,552.46
Texas.....	5.94		710.96		2,966.32		6.71	4,100.00	84,165.04
Indian Territory.....	.92			247.20					
Oklahoma.....		27.87		10,648.87		68,397.68			
Kansas.....		.07		2,107.90		15,356.64			
Nebraska.....	1.44			108.00					
South Dakota.....		.97	78.40		4,479.16		23.30	7,885.00	60,238.68
North Dakota.....					1,381.12		6.08	4,912.00	29,184.80
Montana.....		1.68		1,116.00		12,110.80	2.30	1,272.00	11,284
Wyoming.....		1.25		168.00		1,502.08			
Colorado.....		.80		731.80		1,163.82			
New Mexico.....	.68					494.00			
Arizona.....	.66		25.00						
Utah.....	2.74		109.00		2,011.36				
Idaho.....				1,028.10		3,248.96	3.45	1,472.00	8,199.36
Washington.....		.27		192.00		61.36			
Oregon.....		8.15		1,850.26		19,706.42	3.31	2,350.00	8,134.22
Nevada.....		13.19		6,332.37		16,789.66	19.56	6,000.00	25,329.85
California.....	.56		120.00		346.20				
Alaska.....		45.21		8,435.55		130,115.44	58.56	14,262.00	156,677.96
				75.00	1,248				
Total.....	23.22	102.99	1,584.36	39,220.48	83,853.24	312,744.99	178.03	52,272.00	414,734.85
Net increase.....	28.69	544.34	1,959.32	236,463.10	61,385.24	2,762,091.17	1,921.18	703,876.00	5,009,860.79
Net decrease.....		515.65		234,522.78		2,700,706.98	1,921.18	703,876.00	5,009,860.79

K.—Increase and decrease in star, special office, steamboat, railroad, mail-messenger, regulation, screen, or other wagon service, and electric and cable-car service during the year ending June 30, 1897—Continued.

State or Territory.	Electric and cable car service.				Summary of totals.			
	Length of routes.		Annual rate of expenditure.		Annual rate of expenditure.		Distance traveled per annum.	
	Increase.	Miles.	Increase.	Dollars.	Increase.	Dollars.	Increase.	Miles.
Maine.		17.90						Miles.
New Hampshire.								5,305.07
Vermont.								28,678.08
Massachusetts.	76.73		28,598.81				2,000.16	
Rhode Island.	6	22,594.84	284,821.54			60.10	96,988.50	
Connecticut.	48.98	2,556.84	4,404			829.39	13,471.12	
New York.	152.66	2,534.22	100,879.80			1,890.00	32,407.17	
New Jersey.	28.78	41,437.82	810,251.08			17,027.28	273,988.87	
Pennsylvania.	147.01	1,954.80	65,457.41			2,768.85	107,460.99	
Delaware.		27,134.28	656,006.88			15,779.14	99,267.96	
Maryland.	64.97	85,251.44	356,325.74			84.00	4,979.52	
Virginia.	6.23	265.90	7,674.76			85,292.68	319,494.93	
West Virginia.	9.24	200.00	31,172.80			72,005.71		99,057.40
						9,744.53		161,471.60
North Carolina.	558.77	132,837.09	2,844,592.82			84,029.75	947,054.22	292,512.15
South Carolina.	7		5,544					
Georgia.	7.75	381.41	4,870.20			408,512.85	2,401,890.79	
Florida.	2.12	90.63	1,827.12			23,566.80	397,154.36	
Alabama.							687,211.77	
Mississippi.	20.85	895.59	28,880.02			13,033.30	37,958.53	
Tennessee.	20.73	1,051.75	56,806.64			40,430.40		478,470.62
Kentucky.						18,049.73	697,359.46	
						48,738.87	845,053.75	
						100,701.84	1,024,774.10	
Ohio.	58.55	2,849.38	96,880.98			800,574.10	6,094,435.26	478,470.62
Indiana.	141.20	10,811.24	344,497.77			630,279.59	2,533,482.63	
Illinois.	32.73	11,497.52	160,279.08			102,294.88	696,057	
Michigan.	4.33	185.10	6,446.20			50,863.56		270,364.49
Wisconsin.						169,426.37	45,597.07	
Minnesota.	10.53	452.29				6,489.45	78,117.62	
Iowa.	14.50	1,116.85	51,829.86			37,482.19	168,233.54	
Missouri.	43.81	8,682.61	108,922.56			80,293.45	293,481.48	
						40,208.31	198,722.37	
	249.15	32,495.61	970,975.41			1,008,444.85	3,717,602.61	270,364.49

Arkansas.....	7.34			6,131.20		114,870.44
Louisiana.....	205.43			14,911.89		141,093.76
Texas.....		253.50		8,566.38		103,703.72
Indian Territory.....	5.93			9,321.39		179,107.76
Oklahoma.....	18.72			8,054.31		83,271.20
Kansas.....					7,836.85	
Nebraska.....	25.60	1,702.56		406.41		82,026.20
South Dakota.....				1,080.00		17,807.72
North Dakota.....				6,080.08		41,979.60
Montana.....	1.12	419.00		4,445.79		19,176.22
Wyoming.....				2,214.22		64,545.52
Colorado.....	86.89	1,577.02		11,831.82		179,595.31
New Mexico.....				3,578.87		67,347.28
Arizona.....				10,930.87		90,149.28
Utah.....	7.14	300.00		5,403.47		88,513.84
Idaho.....				6,461.54		95,562.48
Washington.....	86.14	1,862.97		4,849.18		46,477.80
Oregon.....	22.10	1,026.33		10,513.96		152,633.03
Nevada.....				4,528.60		84,803.32
California.....	30.52	9,157.97		22,031.31		174,774.74
Alaska.....				3,416.40		25,968
Total.....	165.44	16,808.35		140,965.32	7,836.85	1,803,356.22
	1,031.91	183,038.43		1,842,072.10	231,955.54	12,562,448.81
Net increase.....	1,031.91	183,038.43		1,610,116.56		11,462,054.91

NOTE.—Beginning July 1, 1896, two new items of appropriation were provided for: "Regulation, screen, or other wagon service," and "Electric and cable-car service." Regulation-wagon service was taken from star service; screen wagon service from mail-messenger service; electric and cable car service was taken partly from railroad and partly from mail-messenger service.

L.—Division of inspection, Contract Bureau—Deductions, fines, and remissions, under orders issued during the year ending June 30, 1897.

State or Territory.	Star service.			Steamboat service.			Railroad service.		
	Deductions.	Remissions.	Fines.	Deductions.	Remissions.	Fines.	Deductions.	Remissions.	Fines.
Maine.....	\$198.81	\$1.00	\$150.68	.....	.....	.....	86.83	.....	\$161.87
New Hampshire.....	29.86	.....	8.33	.....	.....	.....	86.14	.....	23.00
Vermont.....	87.90	.....	13.26	.....	.....	.....	56.14	.....	244.18
Massachusetts.....	57.00	.....	23.26	.....	.....	.....	27.65	.....	190.18
Rhode Island.....	24.84	1.91	7.50	.....	.....	.....	387.76	.....	13.00
Connecticut.....	68.44	.....	7.50	.....	.....	.....	14.76	.....	118.04
New York.....	448.13	.....	233.75	.....	.....	.....	19.87	.....	153.08
New Jersey.....	38.66	.....	275.75	.....	.....	.....	6,019.34	.....	4,811.72
Pennsylvania.....	381.01	14.38	1,407.00	.....	.....	.....	736.88	.....	1,010.91
Delaware.....	.....	.....	1.00	.....	.....	.....	1,547.08	.....	782.70
Maryland.....	178.30	.....	111.00	.....	.....	.....	2,631.06	.....	8.00
Virginia.....	1,187.44	4.08	909.03	.....	.....	.....	369.85	.....	193.76
West Virginia.....	1,181.67	1.45	897.50	.....	.....	.....	6,420.88	.....	4,265.23
Total.....	3,823.68	24.71	3,549.71	.....	.....	.....	1,468.68	.....	517.91
North Carolina.....	1,464.94	19.43	899.75	.....	.....	.....	19,337.98	.....	4,113.48
South Carolina.....	483.61	5.98	189.15	.....	.....	.....	10,426.26	.....	1,387.31
Georgia.....	1,024.91	8.83	632.50	.....	.....	.....	108.09	.....	84.00
Florida.....	484.35	3.74	146.50	.....	.....	.....	1,512.23	.....	763.91
Alabama.....	1,674.00	693.79	1,250.12	.....	.....	.....	4,296.65	.....	455.91
Mississippi.....	1,034.89	8.81	37.00	.....	.....	.....	4,296.65	.....	19.00
Tennessee.....	1,422.68	6.25	769.00	.....	.....	.....	460.00	.....	408.87
Kentucky.....	1,587.14	3.73	419.36	.....	.....	.....	381.86	.....	84.50
Total.....	9,104.52	681.55	4,313.37	.....	.....	.....	2,883.16	.....	167.00
Ohio.....	393.45	14.04	52.95	.....	.....	.....	20,124.63	.....	1,947.19
Indiana.....	569.57	96	105.00	.....	.....	.....	3,489.80	.....	3,987.61
Illinois.....	480.63	6.99	32.73	.....	.....	.....	13,838.60	.....	1,400.67
Michigan.....	372.83	2.96	127.08	.....	.....	.....	3,310.96	.....	1,940.53
Wisconsin.....	193.66	5.09	63.89	.....	.....	.....	5,983.23	.....	858.78
Minnesota.....	1,129.89	8.32	96.48	.....	.....	.....	4,622.73	.....	365.87
Iowa.....	204.63	10.50	17.00	.....	.....	.....	1,553.86	.....	106.00
Missouri.....	1,704.39	67.15	96.26	.....	.....	.....	1,631.74	.....	1,003.37
Total.....	4,990.94	111.01	614.38	.....	.....	.....	6,303.09	.....	321.83
Arkansas.....	1,133.88	5.23	33.25	.....	.....	.....	2,899.06	.....	2,899.06
Louisiana.....	444.60	6.35	72.00	.....	.....	.....	2,900.95	.....	341.02
Texas.....	1,775.23	23.88	221.00	.....	.....	.....	2,812.63	.....	272.61
Indian Territory.....	481.39	2.96	48.76	.....	.....	.....	2,534.45	.....	665.93
Total.....	.....	.....	.....	.....	.....	.....	88,671.77	.....	4,335.21
.....	.....	.....	.....	.....	.....	.....	18,910.08	.....	1,127.58
.....	.....	.....	.....	.....	.....	.....	45.03	.....	20.61
.....	.....	.....	.....	.....	.....	.....	50.69	.....	39.00
.....	.....	.....	.....	.....	.....	.....	320.78	.....	216.00
.....	.....	.....	.....	.....	.....	.....	181.52	.....	3.96

Oklahoma.....	480.99	2.01	154.25	4.00	.....	.....	2,123.02	602.83	5.00	.....
Kansas.....	470.38	5.39	57.00	51.00	.....	.....	5,070.07	1,181.45	215.00	823.16
Nebraska.....	523.76	5.20	56.60	.....	.....	.....	13,250.98	20.96	123.00	1.00
South Dakota.....	2,549.00	10.41	65	1.00	.....	.....	19,099.73	146.24	131.00	.....
North Dakota.....	1,782.23	14.61	10.25	.....	.....	.....	3,714.79	211.19	116.00	16.00
Montana.....	980.92	5.06	47.53	.....	.....	.....	154.56	164.87	803.03	269.08
Wyoming.....	545.25	.....	107.00	5.00	.....	.....	2,016.92	1,386.21	257.65	18.73
Colorado.....	647.79	.....	13.50	.....	.....	.....	884.53	102.41	76.40	.....
New Mexico.....	440.31	.....	54.00	.....	.....	.....	541.60	17.90	9.00	.....
Arizona.....	319.15	.....	16.00	.....	.....	.....	697.96	22.45	867.23	142.06
Utah.....	178.81	.....	170.00	100.00	.....	.....	148.04	14.39	2.00	.....
Idaho.....	436.02	.....	270.00	.....	.....	.....	4,491.39	772.77	55.45	.....
Washington.....	328.97	2.18	.....	.....	.....	.....	1,738.93	346.43	50.43	19.74
Oregon.....	443.81	14.98	147.00	14.14	.....	.....	9,910.76	.....	2.00	.....
Nevada.....	578.00	.....	42.00	.....	.....	.....	1,387.87	715.46	4,287.64	928.70
California.....	1,250.66	26.23	171.73	14.99	.....	.....	.....	.....	.....	.....
Alaska.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	15,741.14	124.50	1,093.40	591.61	23.71	328.50	65,822.19	5,993.09	6,299.93	1,709.47
Grand total.....	31,637.28	941.77	10,173.76	1,369.87	118.83	1,093.75	143,963.51	38,803.05	16,692.81	5,184.58

L.—Division of Inspection, Contract Bureau—Deductions, fines, and remissions under orders issued during the year ending June 30, 1897—Continued.

State or Territory.	Mail-messenger service.			Regulation, screen, or other wagon service.			Electric and cable car service.			Totals for the year.		
	Deductions.	Fines.	Remissions.	Fines.	Remissions.	Deductions.	Fines.	Remissions.	Deductions.	Fines.	Remissions.	
Maine.....	85.74	\$10.00							\$229.55	\$37.75	\$80.80	
New Hampshire.....	67.47	5.00							181.95	36.25	243.74	
Vermont.....		6.50							2,166.16	268.93	89.64	
Massachusetts.....		60.75	\$10.00			21.54			174.63	21.00		
Rhode Island.....									127.81	158.51		
Connecticut.....	35.51	8.50		21.00		6.29			6,572.06	1,760.24	508.43	
New York.....	45.78	161.58	3.50	328.50		16.90	\$13.50		2,064.22	496.18	17.86	
New Jersey.....	31.50	31.00	2.00	63.00			1.00			2,961.70	253.97	
Pennsylvania.....	106.19	108.00	2.00									
Delaware.....				24.50					3,330.33	33.50	44.40	
Maryland.....		22.50		32.00					7,792.54	1,762.64	566.25	
Virginia.....	2.00	46.00	1.50	72.50	\$5.00				2,680.54	945.41	112.03	
West Virginia.....	30.19	25.00	2.50									
Total.....	337.88	465.33	21.50	669.00	5.00	52.07	4.34	14.50	26,160.74	8,962.93	1,893.12	
North Carolina.....		19.00		4.50					11,962.05	999.45	8.75	
South Carolina.....	1.00	14.25		35.00					2,508.56	272.40	58.65	
Georgia.....		16.00		23.50					10,595.45	1,476.91	138.46	
Florida.....	16.50	17.50		12.00					6,472.44	1,598.63	415.95	
Alabama.....	8.75	13.50							1,941.81	328.57	253.97	
Mississippi.....	5.00	33.00		31.00					7,816.84	993.10	16.84	
Tennessee.....	36.16	22.50		74.00			1.00					
Kentucky.....	9.72	56.50	1.50	30.00					7,816.84	1,669.50	31.50	
Total.....	71.72	186.25	1.50	216.00					42,267.70	7,866.96	1,262.17	
Ohio.....	115.44	154.00	3.00	179.00					14,848.72	1,795.62	297.22	
Indiana.....	66.32	64.00	1.50	104.00		1.23			3,946.83	1,134.78	531.02	
Illinois.....	4.46	38.50		292.50					6,448.33	729.40	19.52	
Michigan.....	36.53	26.00	.50	18.50					1,998.20	281.58	59.92	
Wisconsin.....	4.24	75.25		15.00					1,899.50	495.47	59.92	
Minnesota.....	16.14	17.50	1.50	15.00					7,449.13	2,993.38	470.00	
Iowa.....	54.09	72.50	1.00	27.00					2,605.35	390.11	188.59	
Missouri.....	145.34	117.50	1.00	20.00					5,647.86	905.18	48.81	
Total.....	444.56	565.25	8.50	673.00		1.23			44,083.48	6,193.34	1,146.08	
Arkansas.....	10.39	15.10		10.00					1,842.14	371.85	664.98	
Louisiana.....	2.74	18.50		6.00					501.70	162.50		

Texas.....	1.50	83.75	80.00	2,090.42	229.89	519.73	11.00
Indian Territory.....	1.85	6.00	.....	664.76	2.98	56.75	.....
Oklahoma.....	.....	2.75	.....	430.99	2.01	162.00	4.00
Kansas.....	153.32	79.50	1.50	2,746.73	608.22	401.50	52.50
Nebraska.....	18.55	10.75	.....	5,612.98	1,180.08	190.35	322.10
South Dakota.....	56.83	9.50	.....	15,856.81	31.87	31.05	2.00
North Dakota.....	47.75	10.50	.....	20,929.71	164.60	151.75	.....
Montana.....	.....	4.25	5.00	4,995.71	216.85	176.27	16.00
Wyoming.....	.....	.....	.....	104.87	164.87	410.03	204.08
Colorado.....	97.12	.....	.....	1,356.21	356.21	298.15	19.28
New Mexico.....	.....	27.00	50	1,130.90	102.41	130.90	.....
Arizona.....	.....	.....	.....	1,324.86	17.90	25.00	.....
Utah.....	.....	8.50	1.00	860.75	22.45	549.78	242.06
Idaho.....	.....	2.50	.....	594.05	14.39	274.50	.....
Washington.....	22.06	11.00	.....	5,187.93	777.28	84.45	2.18
Oregon.....	4.17	4.50	2.77	2,212.58	361.41	201.98	33.88
Nevada.....	.....	.....	.....	10,488.76	741.68	4,521.37	943.69
California.....	.....	40.00	61.00	2,639.74	.....	.....	.....
Alaska.....	.....	.....	1.21	.....	.....	.....	.....
Total.....	416.28	278.60	172.00	89,017.43	6,117.86	8,783.93	2,578.76
Grand total.....	1,260.44	1,515.43	1,730.00	195,499.35	39,918.62	31,836.75	6,903.13

RECAPITULATION.

Service.	Deductions.	Remissions.	Fines.	Remissions.
Star.....	\$33,857.28	\$941.77	\$10,175.76	\$1,369.87
Steamboat.....	16,560.84	118.83	1,699.75	310.18
Railroad.....	142,963.61	28,803.05	16,693.81	6,184.58
Mail-messenger.....	1,280.44	50.63	1,515.43	23.50
Regulation, screen, or other wagon service.....	.....	.....	1,730.00	5.00
Electric and cable car service.....	57.28	.....	.....	.....
Postal clerks.....	2,871.43	20.80	.....	.....
Total.....	198,370.77	89,935.08	31,836.75	6,903.13
Net.....	152,435.69	.....	24,933.62	.....
Net deductions and fines.....	182,269.81	.....	.....	.....

M.—Statement of contracts for mail equipment made or in operation during the fiscal year ending June 30, 1897.

Name of contractor.	Residence.	Place of delivery.	Articles contracted for and contract price.
<i>Contract term, four years from April 1, 1895.</i>			
F. Colt Johnson	New York, N. Y.	New York, N. Y., post-office.	Cotton canvas sacks for second, third, and fourth class matter. No. 1 at \$0.9985 each; No. 2 at \$0.7995 each.
Peter H. McNulty	Brooklyn, N. Y.	do	Jute canvas sacks for second, third, and fourth class matter. No. 1 at \$0.4991 each; No. 2 at \$0.4189 each; No. 3 at \$0.33 each.
John Boyle & Co.	New York, N. Y.	do	Registered foreign sacks. No. 0 at \$0.87375 each; No. 1 at \$0.9975 each; No. 2 at \$0.1625 each; No. 3 at \$0.13125 each.
John E. Quinn	Toledo, Ohio.	Toledo, Ohio, post-office.	Leather horse mail bags. No. 1 at \$4.69 each; No. 2 at \$4.15 each; No. 3 at \$3.25 each.
Do.	do	do	Leather pouches for first-class matter. No. 2 at \$4.59 each; No. 3 at \$3.25 each; No. 4 at \$2 each; No. 5 at \$1.14 each.
Charles F. Lighthouse	Rochester, N. Y.	Rochester, N. Y., post-office.	Cotton canvas mail pouches for first-class matter. No. 2 at \$2.85 each; No. 3 at \$2.35 each; No. 4 at \$2.05 each.
John Boyle & Co.	New York, N. Y.	New York, N. Y., post-office.	Cotton canvas sacks for foreign mails. No. 0 at 89 cents each; No. 1 at 79 cents each; No. 2 at 63 cents each; No. 4 at \$0.21375 each.
Do.	do	do	Inner registered mail sacks. No. 2 at \$0.85025 each; No. 3 at \$0.57025 each; No. 4 at \$0.51025 each.
Do.	do	do	Mail catcher pouches at \$1.75 each.
<i>Contract term, four years from April 1, 1897.</i>			
F. Colt Johnson	New York, N. Y.	New York, N. Y., post-office.	Cotton canvas pouches with leather tops and bottoms. No. 2 at \$2.7149 each; No. 3 at \$2.1691 each; No. 4 at \$1.9939 each; No. 5 at \$1.2447 each.
Do.	do	do	Cotton canvas pouches with leather bottoms. No. 2 at \$2.4444 each; No. 3 at \$2.06 each; No. 4 at \$1.7113 each; No. 5 at \$1.3121 each.
Do.	do	do	Mail catcher pouches at \$1.4332 each.
Do.	do	do	Cotton canvas mail sacks for second, third, and fourth class matter. No. 1 at \$0.39985 each; No. 2 at \$0.4774 each; No. 3 at \$0.5994 each.
Do.	do	do	Cotton canvas mail sacks for foreign mails. No. 0 at \$0.6936 each; No. 1 at \$0.5225 each; No. 2 at \$0.4322 each; No. 3 at \$0.3993 each.
Do.	do	do	Registered foreign mail sacks. No. 0 at \$0.67 each; No. 1 at \$0.3575 each; No. 2 at \$0.17 each; No. 3 at \$0.11 each.
Do.	do	do	Inner registered mail sacks. No. 2 at \$0.675 each; No. 3 at \$0.535 each; No. 4 at \$0.505 each.
E. C. Cook & Bro., Incorporated.	Chicago, Ill.	Washington, D. C.	No. 30 emery at 3 cents per pound; emery wheels 6 by 1 by $\frac{1}{8}$ inch, No. 45 emery, at \$9.15 per dozen; net; emery wheels 3 by $\frac{1}{2}$ by $\frac{1}{8}$ inch, No. 46 emery, at \$2.40 per dozen; net; emery wheels $1\frac{1}{2}$ by $\frac{1}{2}$ by $\frac{1}{8}$ inch, No. 48 emery, at \$1.20 per dozen, net.
Peter H. McNulty & Co.	Brooklyn, N. Y.	New York, N. Y., post-office.	
<i>Contract term, one year from July 1, 1896.</i>			
L. Best	New York, N. Y.	Washington, D. C.	

William H. Butler.....	Washington, D. C.....	do.....	Post's belt oil at \$1.40 per gallon; camel's hair brushes, $\frac{1}{4}$ inches, at \$2 per sheet.
E. J. Brooks & Co.....	New York, N. Y.....	do.....	Stubbs's steel wire, 1 to 60, at 72 cents per pound; bronze rods, $\frac{1}{8}$ inch, at 18 $\frac{1}{2}$ cents per pound; steel equal to Jessop's steel, 18 by 48 inches and following thick-nesses: .030, .050, .060, .070, .125, and .250 of an inch, at 104 cents per pound; machine steel at 34 cents per pound; files as good as Grobet files; Barrette files, \$1.92 per dozen; narrow pillar, \$1.84 per dozen; extra narrow pillar, \$2.01 per dozen; warding files, \$1.65 per dozen; half-round files, \$1.95 per dozen; crossing files, \$1.95 per dozen; 8-inch round base-ard files, 78 cents per dozen; 8-inch mill smooth, \$1 per dozen; 6-inch warding files, at 98 cents per dozen; 8-inch mill bastard at 78 cents per dozen; 8-inch flat base-ard files at 92 cents per dozen; 8-inch one-half round at \$1.35 per dozen; 3-inch single belting at 13 $\frac{1}{2}$ cents per foot; 2-inch double belting at 17 $\frac{1}{2}$ cents per foot; 2-inch single belting at 8 $\frac{1}{2}$ cents per foot; 1 $\frac{1}{2}$ -inch single belting at 7 $\frac{1}{2}$ cents per foot; 1-inch single belting, 3 $\frac{1}{2}$ cents per foot; white cotton waste at 64 cents per pound; belt lace leather at 15 cents per square foot.
J. H. Chesley & Co.....	Washington, D. C.....	do.....	Phosphor bronze spring wire, .072 by .025, at 40 cents per pound; .023 by .047 at 43 cents per pound; hand bastard files at \$1.48 per dozen; Morse twist drills, $\frac{3}{16}$, $\frac{1}{4}$, $\frac{5}{16}$, $\frac{3}{8}$, $\frac{7}{16}$, $\frac{1}{2}$, and $\frac{5}{8}$ inch, at \$1.78 per dozen; No. 29 drills at 65 cents per dozen; $\frac{1}{16}$ drills at \$1.48 per dozen; grinders at \$1.04; flat vanned brushes at 48 cents per dozen; tubes for No. 4 spring punches at \$1.50 per dozen; mop handles at 64 cents per dozen; file handles, $\frac{1}{2}$ by $\frac{3}{4}$, at 17 cents per dozen; file handles, $\frac{1}{4}$ by $\frac{1}{2}$, at 23 cents per dozen; sledge-hammer handles at 9 cents per dozen; corn knives at \$3.25 per dozen; C. F. salammouse at \$1.08 per pound; soldier, half and half, at 10 cents per pound; mopa at \$1.08 per pound; 10-inch shears at \$3.22 per dozen; bathhead screws at 2 cents per dozen; gimlets pointed screws at 24 cents per dozen.
W. T. Gallher & Bro.....	do.....	do.....	Saw dust at 25 cents per barrel.
Z. D. Gliman.....	do.....	do.....	Chalk at 1 cent per pound.
Thomas G. Gill & Co.....	New York, N. Y.....	do.....	Ten-ounce skirting.
Thompson C. Gill & Co.....	Philadelphia, Pa.....	do.....	Muriatic acid at \$3.25 per carboy; carbonyl, \$1.50 each extra; babbit metal at 17 cents per pound.
Wm. E. Hooper & Sons.....	Baltimore, Md.....	do.....	No. 6 tin snips, wire at 64 cents per dozen; inch 0-2 at \$1.34 per dozen; 1 $\frac{1}{2}$ -inch 0-2 at \$1.47 per dozen; 2-inch 0-2 at \$1.72 per dozen; hand files, 6-inch 0-2 at \$2.33 per dozen; 6-inch 4 at \$2.50 per dozen; 7-inch 0-2 at \$2.55 per dozen; 7-inch 4 at \$2.69 per dozen; 8-inch 0-2 at \$3.10 per dozen; 8-inch 4 at \$3.33 per dozen; square files, 4-inch 0-2 at \$1.31 per dozen; 4-inch 0-2 at \$1.47 per dozen; 5-inch 0-2 at \$1.54 per dozen; 6-inch 0-2 at \$1.70 per dozen; three square files, 4-inch 0-2 at \$1.70 per dozen; 4 $\frac{1}{2}$ inch 0-2 at \$1.70 per dozen; 5-inch 0-2 at \$1.83 per dozen; 6-inch 0-2 at \$2.08 per dozen; pillar files, 4-inch 0-4 at \$1.67 per dozen; 4 $\frac{1}{2}$ -inch 0-4 at \$1.74 per dozen; 5-inch 0-4 at \$1.95 per dozen; 6-inch 0-4 at \$2.08 per dozen.
Wm. E. Hooper & Sons.....	Washington, D. C.....	do.....	Lacing cord at 37 $\frac{1}{2}$ cents per pound; sea-island thread at 54 cents per dozen; linen thread at 17 cents per pound.
F. Colt Johnson.....	New York, N. Y.....	do.....	Electric lamps, 16-candlepower, 110 volts, at \$2.40 per dozen; electric lamps, 20-candlepower, 110 volts, at \$2.40 per dozen.
Kennedy & Du Perow.....	Washington, D. C.....	do.....	No. 5 rivets at 41 cents per pound; short No. 3 rivets at 44 cents per pound; long No. 3 rivets at 44 cents per pound; No. 7 burrs at 64 cents per pound.
Wm. N. Merriam.....	Boston, Mass.....	do.....	

M.—Statement of contracts for mail equipment made or in operation during the fiscal year ending June 30, 1897—Continued.

Name of contractor.	Residence.	Place of delivery.	Articles contracted for and contract price.
<i>Contract term, one year from July 1, 1896—Continued.</i> Manhattan Supply Co.....	New York, N. Y.....	Washington, D. C.....	
George F. Muth & Co.....	Washington, D. C.....	do.....	Cold-rolled steel at 4½ cents per pound; steel, equal to Jessop's steel, at 12 cents per pound, sizes 3½ by 2 inches by 6 feet; 3½ inches by 6 feet; 1½-inch octagon 10 feet long; 1-inch octagon 10 feet long. Albany lubricating compound, No. 1 at 12 cents per pound; gasoline, 11½ cents per gallon; paraffin oil at 15 cents per gallon; kerosene oil at 10 cents per gallon; neat's foot oil at 54 cents per gallon; hard oil, 48 cents per gallon; oil for tumbling barrel at 10 cents per gallon; machine oil, 17 cents per gallon; I. X. L. counter dusters, \$3.50 per dozen; French sash tools, XXX, No. 2, 60 cents per dozen; turpentine, 36 cents per gallon; rosin, 1½ cents per pound; putty, 2 cents per pound; Irish glue, 1¾ cents per pound; beeswax, 28 cents per pound.
National Carbon Co.....	Cleveland Ohio.....	do.....	Zinc rods for battery, 50 cents per dozen; short electric carbons, 7 by 16 by 7½, at \$5 per 1,000; long electric carbons, 7 by 16 by 12, at \$10 per 1,000. Dog castings for cord fasteners at 4½ cents per pound. Eight-ounce strap leather at 17 cents per pound.
Naugatuck Malleable Iron Co.....	Naugatuck, Conn.....	do.....	Emery wheels, shape 5, No. 46 emery, grade J, at 85 cents; ¾-inch round belt- ing at 14 cents per foot; hand diamond for truing emery wheels at \$9.75; hickory hammer handles, 12 inches, at 30 cents per dozen; corn brooms at \$1.35 per dozen; No. 2-60 emery cloth at 2 cents per sheet; toilet paper at \$4.25 per case; electric lamps, 32-candlepower, 110 volts, at \$3.96 per dozen; spiral springs, Norton & Jones drilling machine, at \$2.40 per dozen.
George Oberne & Co.....	Chicago, Ill.....	do.....	Boiler compound at \$1 per gallon.
Jas. Kelly Repair and Supply Co.....	New York, N. Y.....	do.....	Clear, thin oil, at 31 cents per gallon; cylinder oil at 30 cents per gallon. Bronze shackles, 16½ cents per pound; 4-inch rivets, 3½ cents per pound; steel for lat keys, 3½ cents per pound; No. 8 burrs at 4½ cents per pound; No. 7½ burrs, 4½ cents per pound; No. 2, at \$2.59 per dozen; 6-inch metal saw files, \$2.15 per dozen; taps, 4-inch, 30 threads, 27 cents each; 1½-32 threads, 27 cents each; ¾-16 threads, 33 cents each; 4-inch flatter at \$1.36; 12-inch monkey wrenches at \$6 per dozen; 8-inch monkey wrenches at \$5 per dozen; scratch brushes at \$2.50 per dozen; glue brushes at \$2.75 per dozen; spring punches, \$6 per dozen; file handles, 1½ by 4½, at 20 cents per dozen; steel set screws, 65 and 5 per cent from list; hexagon head screws, 55 and 6 per cent from list; millster head screws, 40 and 5 per cent from list; bolt heads, \$1 per pound; bonnet crystals, 7½ cents per pound; terra-plated bolts, \$1 per pound; black lead crucibles, \$24 per dozen; M. and S. 4 cents per pound; No. 120 per dozen; Jones's belt hooks, No. 7, at 25 cents; No. 9 at 20 cents; No. 10 at 20 cents per dozen; safety matches, 40 cents per bushel; raincoat sheet rubber, 40 cents per pound; table salt, 40 cents per bushel; 12-foot flag \$7.50; 8-foot flag, \$5.50; try-square No. 9, \$7; safety matches, 7 cents per dozen boxes.
Stevenson Bros. Co.....	Philadelphia, Pa.....	do.....	
Standard Oil Co.....	Washington, D. C.....	do.....	
Wallace Stebbins.....	Baltimore, Md.....	do.....	

Judson L. Thomson Manufacturing Co.	Waltham, Mass.	do	Bifurcated rivets, at 30¢ cents per pound.
F. A. Techsiffly, Jr.	Washington, D. C.	do	Alcohol, \$2.40 per gallon; caustic potash, 6 cents per pound; sal soda crystals, 14 cents per pound; Sapollo 75 cents per dozen; vaseline, 4 cents per bottle.
Washburn & Moen Manufacturing Co.	Worcester, Mass.	do	Charcoal from wire, 34 cents per pound; annealed steel spring wire, 4¢ cents per pound.
Benjamin Wayne	Abingrove, Va.	do	Charcoal at 30 cents per barrel.
Wilmington Malleable Iron Co.	Wilmington, Del.	do	Galvanized iron from ring rings at 64¢ cents per pound.
Universal Locomotive Co.	New York, N. Y.	do	Twenty-five cents royalty on each Universal inside street letter-box lock.
E. M. Wille	Washington, D. C.	do	Ice at 35 cents per 100 pounds.
Charles Werner	do	do	Purchase coal at \$4.34 per ton; soft coal at \$2.70 per ton.
Johnson Bros.	do	do	Pine wood at \$3.34 per cord.
<i>Contract term, one year from July 1, 1897.</i>			
Barber & Ross	Washington, D. C.	Washington, D. C.	Iron millster head cap screws, $\frac{7}{8}$ inch diameter, $\frac{3}{4}$ inch long at 12 cents per dozen; $\frac{1}{2}$ inch diameter, 1 inch long, 14 cents per dozen; $\frac{3}{8}$ inch diameter 14 inches long, 18 cents per dozen; $\frac{1}{2}$ inch diameter 14 inches long, 20 cents per dozen; $\frac{3}{4}$ inch diameter 2 inches long, 30 cents per dozen; iron flat-head cap screws, $\frac{7}{8}$ inch diameter $\frac{1}{2}$ inch long, 30 cents per dozen; $\frac{1}{2}$ inch diameter, 1 inch long, 38 cents per dozen; No. 4 spring punches at \$3.40 per dozen; affters, 18 inches in diameter and $\frac{1}{2}$, $\frac{3}{4}$, and $\frac{1}{2}$ inch mesh at 25 cents each; Stubbs's steel wire, sizes, $\frac{1}{2}$ to $\frac{3}{4}$ inch, at 47 cents per pound; Nos. 1 to 5 at 67 cents per pound; Nos. 6 to 15 at 54 cents per pound; Nos. 16 to 30 at 42 cents per pound; Nos. 31 to 38 at 67 cents per pound; Nos. 39 to 46 at 77 cents per pound; Nos. 47 to 50 at 88 cents per pound; Nos. 51 to 54 at 81 cents per pound; Nos. 55 to 57 at \$1.20 per pound; Nos. 58 to 60 at \$1.49 per pound. Straight-shank Morse twist drills, Nos. 1 to 10, at 73 cents per dozen; Nos. 11 to 20 at 66 cents per dozen; Nos. 21 to 30 at 50 cents per dozen; Nos. 31 to 40 at 47 cents per dozen; Nos. 41 to 60 at 38 cents per dozen; and drills $\frac{7}{8}$ inch diameter at \$1.09 per dozen.
E. J. Brooke & Co	New York, N. Y.	do	Camel's-hair brushes, 14 inches wide, at \$2 per dozen.
Brooklyn Hardware and Sporting Goods Co.	Brooklyn, N. Y.	do	Sawdust at 19 cents per barrel; charcoal at 39 cents per barrel.
W. H. Butler	Washington, D. C.	do	Linon thread at 16¢ cents per pound.
John B. Daleh	do	do	Nitric acid at 5.15¢ cents per pound; sulphuric acid at 2.55¢ cents per pound; chalk at 14 cents per pound.
Easton & Rupp	Philadelphia, Pa.	do	Lacing cord at 20 cents per pound; sea-land thread (1 pound to a spool) at 44¢ cents per pound.
Thompson C. Gill & Co.	New York, N. Y.	do	Bifurcated rivets, $\frac{3}{8}$ -inch at 45 cents per pound; $\frac{1}{2}$ -inch at 30¢ cents per pound; $\frac{3}{4}$ -inch at 30¢ cents per pound.
F. Colt Johnson	Waltham, Mass.	do	Sailmaker's twine at 15¢ cents per pound.
Judson L. Thomson Manufacturing Co.	New York, N. Y.	do	No. 30 emery at 24 cents per dozen; size $\frac{1}{2}$ inch, 16 threads, at 50 cents per dozen; size $\frac{3}{4}$ -inch, 13 threads, at 65 cents per dozen; size $\frac{1}{2}$ inch, 11 threads, at 95 cents per dozen; size $\frac{3}{4}$ -inch, 10 threads, \$2.25 per dozen.
Thomas Kelly	Washington, D. C.	do	Mops at 85 cents dozen.
James B. Lambie	do	do	

* Department contract price.

Beed & Prince Manufacturing Co.	Worcester, Mass......	.....do.....	No. 3 rivets, 1½ inch long under head, .158 inch diameter, with head ¾ inch diameter, and No. 3 rivets, ¾ inch long under head, .158 inch diameter, with head ¾ inch diameter, at 2½ cents per pound.
Endolph, West & Co.	Washington, D. C......	.....do.....	Flat varnish brushes, 1½ inches wide, at 92 cents per dozen; French saw tools, XXX No. 2, at 48 cents per dozen; mop handles at 40 cents per dozen; corn knives at \$2.25 per dozen; solder (half and half) at 10 cents per pound; white cotton waste at 4½ cents per pound; vasoline at 6 cents per bottle; 8 ounce tacks at 2 cents per paper, and safety matches at 6 cents per dozen boxes.
The Beaver Soap Co.	Dayton, Ohio.....	.....do.....	Grandpa's wonder soap (small size) at \$3.60 per case (100 cakes in a case).
The Chase Shear Co.	Tremont, Ohio.....	.....do.....	Ten-inch shears at \$5.35 per dozen.
The National Carbon Co.	Cleveland, Ohio.....	.....do.....	86 for 375 long and 375 short electric carbons.
J. T. Walker Sons	Washington, D. C......	.....do.....	Glue brushes 1½ inches diameter at \$2.40 per dozen; alcohol at \$2 per gallon.
Washington Gas Light Co......	.....do.....	.....do.....	Globes for Lustran gaslight No. 16 at \$5.40 per dozen.
Washington & Moen Manufacturing Co.	Worcester, Mass......	.....do.....	Charcoal iron wire, sizes .164 to .230 inch diameter, at 2½ cents per pound.
H. E. & C. D. Williams	New York, N. Y......	.....do.....	Ten-ounce skirting leather (10 sides to a roll) at 32 cents per pound.
Johnson Bros.	Washington, D. C......	.....do.....	Furnace coal at \$4.08 per ton and pine wood at \$2.19 per cord.
Charles Werner.....	.....do.....	.....do.....	Soft coal at \$2.30 per ton.
Purity Ice Co......	.....do.....	.....do.....	Ice at 20 cents per 100 pounds.
Radolph, West & Co.*.....	.....do.....	.....do.....	Corn brooms at \$2.45 per dozen.
Cotton & Conrad.....	.....do.....	.....do.....	Laundry, 29 cents per 100 towels.
L. Hopfenmüller.....	.....do.....	.....do.....	Condensed juice at 66 cents per 100 pounds.
N. Frank & Sons*	Baltimore, Md......	.....do.....	Condensed cotton canvas at \$1.92 per 100 pounds.

* At Department contract price.

NOTE.—No contract in operation for furnishing mail locks and keys.

N.—*Itemized statement of the number, prices, and cost of all mail bags, and also the cost of wages, cotton canvas, etc., paid for during the fiscal year ended June 30, 1897, out of the appropriation for mail bags, mail catchers, etc.*

Articles purchased.	Size.	Number.	Price.	Itemized cost.	Aggregate cost.
Mail pouches, sacks, etc.:					
Canvas pouches with leather tops and bottoms	No. 2	5,000	\$3.50	\$17,500.00	
Do	No. 3	4,800	2.85	12,255.00	
Do	No. 4	4,800	2.85	11,280.00	
Do	No. 5	3,600	1.55	5,580.00	
					\$46,615.00
Do	No. 2	710	2.71½	1,927.65	
Do	No. 3	130	2.20	286.00	
Do	No. 4	872	1.93	1,682.96	
					2,896.61
Mail-catcher pouches	No. 1	4,631	1.75		8,104.25
Leather horse mail bags	No. 1	200	4.69		938.00
Cotton canvas sacks for second, third, and fourth class matter	No. 1	130,000	.90	*116,900.49	
Do	No. 3	9,881	.83	8,250.83	
					120,151.32
Jute canvas mail sacks	No. 1	51,317	.4991		25,612.31
Inner registered mail sacks	No. 2	1,674	.53625	1,399.88	
Do	No. 3	343	.67625	231.96	
Do	No. 4	285	.51625	147.13	
					1,778.97
Foreign canvas sacks	No. 0	185	.89	146.85	
Do	No. 1	5,270	.79	4,163.30	
Do	No. 2	4,553	.63	2,868.39	
Do	No. 3	1,270	.21375	271.46	
					7,450.00
Foreign registered mail sacks	No. 0	151	.67375	101.74	
Do	No. 3	49	.18125	6.43	
					108.17
Military machines		10	92.50		925.00
Open back No. 2 self-acting press and countershaft					130.00
Metropolitan tube injector					38.50
One oil cabinet					19.00
Air pump and tank					25.00
Wire, charcoal iron, phosphor bronze, etc					165.59
Mail-pouch flaps, 400 for No. 3 and 500 for No. 4 pouches					50.00
Special yacht duck for making horse bags, yards		11,203			1,069.44
Steel for cord fasteners					452.28
Malleable-iron dogs for cord fasteners					879.86
Brass for grommets					1,460.27
Laundry					28.82
Ice.....pounds		44,730			111.81
Repairing pouches, sacks, etc.:					114,028.03
Paid for labor					
Repairs paid for by postmasters and allowed by this Office					107.04
Canvas for repairing.....yards		14,231			1,486.87
Cord, thread, and twine					4,129.26
Beeswax					70.00
Rivets and burrs					739.38
Galvanized-iron round rings					115.55
Brass grommets					104.49
Leather, etc					877.72
Traveling expenses and inspection for shop					185.92
Miscellaneous expenses for tools, stock, etc., used in the repair of mail bags					604.41
Total					341,958.47
Unexpended balance of appropriation					8,041.53
Appropriation					345,000.00

* The sum of \$99.51 deducted for defective sacks.

RECAPITULATION.

Total number of bags purchased, 329,171, at a cost of.....	\$314,654.63
New machinery.....	1,137.50
Special yacht duck for horse mail bags.....	1,069.44
Malleable-iron dogs and steel for cord fasteners.....	1,331.59
Brass for grommets.....	1,460.27
Labor and material for repairs.....	122,305.04
Total	341,958.47

O.—Statement of expenditures out of the appropriation for mail locks and keys, chains, tools, and machinery, and for labor and material for repairing same, during the fiscal year ended June 30, 1897.

Articles.	Itemized cost.	Aggregate cost.
Labor.....		\$85,539.74
Brass (8,759 pounds).....	\$626.70	
Bronze castings for inside street letter-box locks.....	250.00	
Shackles for locks (914 pounds).....	40.21	
Steel (50,575½ pounds).....	2,525.02	
German silver.....	176.81	
Wire, brass, steel, and phosphor bronze (3,139½ pounds).....	482.39	
Box, drill, and shackle pins (4,350 pounds).....	783.00	
Screws.....	134.20	
Emery wheels, drills, files, etc.....	217.90	
Belting, etc.....	54.31	
Waste (756 pounds).....	51.17	
Key blanks (30,160).....	628.33	
No. 3 screw machine.....	400.00	
Bronze key chains (5,220 long and 5,410 short).....	\$41.75	
Royalty on 2,000 inside street letter-box locks.....	500.00	
		8,112.79
Laundry.....		8.97
Traveling expenses.....		302.29
Miscellaneous expenses for stock, tools, etc.....		978.31
Total.....		44,842.10
Unexpended balance of appropriation.....		157.90
Appropriation.....		45,000.00

P.—Statement of expenditures out of the appropriation for rent of building for mail-bag and mail-lock repair shop, and for fuel, gas, watchmen, and charwomen, oil, and repair of machinery for same, during the fiscal year ended June 30, 1897.

Items.	Cost.
Rent of building for mail-bag and mail-lock repair shops.....	\$5,000.00
Rent of room for blacksmith.....	60.00
Wages paid charwomen.....	270.70
Repair of machinery.....	379.15
Belting for repairing.....	32.95
Coal (345½ tons).....	1,499.54
Wood (3 cords).....	10.02
Charcoal (126 barrels).....	87.50
Oil (863 gallons).....	168.48
Gas.....	285.70
Total.....	7,741.04
Unexpended balance of appropriation.....	755.96
Appropriation.....	8,500.00

Q.—Itemized statement of the number and kinds of bags repaired and made at the Washington, D. C., mail-bag repair shop during the fiscal year ended June 30, 1897.

Articles.	Size.	Number.	Total.
REPAIRED.			
Pouches	No. 2..	49,787	134,608
Do	No. 3..	44,821	
Do	No. 4..	29,529	
Do	No. 5..	10,501	
Through registered mail pouches	No. 1..	1,063	2,957
Do	No. 2..	1,578	
Do	No. 3..	318	
Catcher pouches	No. 1..	1,128	69,801
Horse mail bags	No. 2..	488	
Do	No. 3..	280	
Sacks for second, third, and fourth class matter	No. 1..	1,166,296	1,844
Do	No. 2..	70,276	
Do	No. 3..	7,104	
United States foreign registered sacks	No. 0..	215	1,243,676
Do	No. 1..	341	
Do	No. 2..	165	
Do	No. 3..	63	
United States foreign canvas sacks	No. 0..	414	784
Do	No. 1..	4,512	
Do	No. 2..	1,582	
Do	No. 3..	2,331	
Domestic inner registered sacks	No. 2..	1,346	8,839
Do	No. 3..	431	
Do	No. 4..	695	
Sea island sacks			2,472
Leather pouches for State Department			83
Total number bags repaired			1,465,107
MADE.			
Leather mail pouches	No. 3..	* 14	14
Canvas mail pouches	No. 2..	4,866	
Do	No. 5..	2	
Standard mail pouches	No. 2..	22	4,888
Do	No. 3..	22	
Do	No. 4..	22	
Do	No. 5..	22	
Standard catcher pouches			88
Canvas horse-mail bags	No. 1..	1,043	1,043
Standard United States foreign canvas sacks	No. 0..	11	
Do	No. 1..	11	
Do	No. 2..	11	
Coin sacks			88
Special pouches for street letter boxes			2,700
Beasley pouches			117
State Department pouches			200
Snow-shoe pouches			72
Pouches for German embassy			20
Leather label cases for State Department			4
Total number of bags made			72
			9,170

* Cut down from No. 1 pouches.

R.—Itemized statement of the quantity of work done by the mail-lock repair shop, Washington, D. C., and contrast of the cost of same with the cost under last contracts during the fiscal year ended June 30, 1897.

Articles.	Number.	Last contract price.	Cost at last contract price.
Eagle mail locks made.....	33,257	\$0.45	\$14,965.65
Eagle mail locks repaired.....	71,200	.33	23,496.00
Street letter-box padlocks made.....	4,108	.50	2,054.00
Street letter-box padlocks repaired.....	6,588	.30	1,976.40
Street letter-box inside locks repaired.....	2,704	.40	1,081.60
Special locks made.....	6	.50	3.00
Rotary locks repaired.....	3,153	.25	788.25
I. B. locks made.....	2,818	.85	2,395.80
Eagle keys made.....	3,500	.08	280.00
Street letter-box padlock keys made.....	1,844	.09	165.96
Inside letter-box lock keys made.....	300	.15	45.00
I. B. lock keys made.....	2,115	.15	317.25
Rotary lock keys made.....	200	.20	40.00
Cord fasteners made.....	150,700	.05749	8,663.74
Cord fasteners repaired.....	241,210	.0386	9,310.71
Label cases made (small).....	2,334	.02	46.68
Label cases made (large).....	17,960	.05	898.00
Brass label cases repaired.....	2,177	.022	47.89
Clips made (old style).....	7,145	.01	71.45
New long clips made.....	8,000	.02	160.00
New short clips made.....	8,000	.0175	140.00
Grommets made.....	197,163	.008597	1,800.73
Special keys made.....	14	.09	1.26
Staples made.....pounds.....	3,383½	.08	270.66
Rivets made.....do.....	361½	.055	19.98
Burrs made.....do.....	232½	.075	17.40
Burrs made (double).....do.....	1,962½	.075	147.19
Seals and haups made (Beauley patent).....	201	.18	36.18
Tools for making seals.....			350.00
Brass clamps repaired.....	595	.07983	4.75
Brass frames made for bags used in Baltimore.....	250	1.82	455.00
Special locks for Post-Office Department museum.....	20	5.00	100.00
Iron cockeyes made.....	1,008	.002	2.02
"D" rings made.....pounds.....	50	.12	6.00
I. B. locks repaired.....	82	.40	32.80
Total cost under old contract system.....			69,720.85

Cost of doing the above work in the lock shop under the lock-and-key appropriation.

Labor.....	\$35,539.74
Material (stock, etc., bought).....	8,112.79
Laundry.....	8.97
Traveling expenses.....	202.29
Miscellaneous expenses for tools, stock, etc.....	973.81
Total cost of labor and material.....	44,842.10
\$44,842.10 deducted from \$69,720.85 shows a saving to the Government under the new system amounting to.....	24,878.75

8.—Table showing (in round numbers), for each of the past twenty-one years, the (1) number of post-offices; (2) appropriations for mail bags; (3) amount expended (including repairs) for mail bags; (4) cost of repairs of mail bags; (5) number of all kinds of bags bought; (6) number of postal clerks; (7) number of packages of letters handled by railway postal clerks; (8) number of sacks handled by railway postal clerks; (9) registered packages, pouches, and cases handled by railway postal clerks; (10) number of pieces of mail matter handled by railway postal clerks; (11) number of mail routes; (12) total length of mail routes; (13) number of miles of transportation of mails.

Fiscal year.	Number post-offices first of fiscal year.	Appropriation for mail bags, etc.	Amount expended (including repairs).	Cost of repairs of bags.	Total number bags bought.	Number postal clerks.	Total number packages handled by railway postal clerks.	Number sacks handled by railway postal clerks.	Registered packages, pouches, and cases handled by railway clerks.	Total number of pieces of mail matter handled by railway postal clerks.	Total number of mail routes.	Total length of mail routes.	Total number of miles of transportation of mails.
1877.....	36,833	\$175,000	\$155,641	\$97,889	93,700	2,500	.....	1,900,000	1,074,000	895,000,000	9,234	282,820	147,353,000
1878.....	37,345	200,000	140,276	84,469	78,788	2,608	28,005,000	4,072,000	9,280,000	2,215,000,000	9,917	301,965	157,185,000
1879.....	36,258	185,000	170,276	87,613	104,021	2,609	33,880,000	4,898,000	10,388,000	2,649,000,000	10,393	318,711	167,432,000
1880.....	40,878	185,000	146,601	42,191	63,814	2,946	41,982,000	6,528,000	11,703,000	2,683,000,000	11,112	343,888	178,237,000
1881.....	43,012	185,000	133,929	49,918	100,308	3,177	45,100,000	6,925,000	12,029,000	2,853,000,000	11,592	344,018	186,125,000
1882.....	44,512	200,000	138,380	51,156	102,500	3,570	58,880,000	8,528,000	14,804,000	3,443,000,000	12,295	343,618	194,902,000
1883.....	45,231	200,000	199,439	45,212	130,000	3,865	62,139,000	9,973,000	16,285,000	3,982,000,000	12,956	353,166	211,260,000
1884.....	47,863	200,000	217,238	46,129	129,800	3,963	69,886,000	11,494,000	17,036,000	4,520,000,000	13,419	359,380	227,553,000
1885.....	50,977	250,000	245,965	46,138	175,680	4,337	76,449,000	12,478,000	16,614,000	4,943,000,000	14,208	363,321	238,478,000
1886.....	51,252	275,000	269,138	48,464	221,062	4,573	82,397,000	13,305,000	16,223,000	5,830,000,000	22,799	387,286	258,788,000
1887.....	53,914	290,000	255,392	50,138	185,900	4,851	90,297,000	14,803,000	16,584,000	6,833,000,000	22,762	392,874	270,175,000
1888.....	57,376	275,000	247,030	54,087	196,269	5,064	98,272,000	17,310,000	16,984,000	7,828,000,000	24,869	408,978	287,251,000
1889.....	57,376	285,000	180,101	57,816	112,335	5,448	102,714,000	19,454,000	17,715,000	7,927,000,000	25,961	419,159	310,902,000
1890.....	58,649	225,000	222,837	84,915	130,531	5,836	110,514,000	21,852,197	17,882,458	8,943,000,000	27,105	427,991	327,404,000
1891.....	62,113	275,000	244,723	98,500	133,454	6,012	127,332,000	24,935,187	18,174,968	9,294,000,000	28,232	436,927	346,264,000
1892.....	63,438	260,000	250,765	100,868	130,895	6,415	137,390,000	27,403,483	18,258,568	9,294,000,000	28,842	451,931	363,667,000
1893.....	66,805	260,000	259,767	107,852	135,866	6,845	138,198,000	28,842,957	18,258,568	10,073,978,710	30,581	454,593	381,806,000
1894.....	70,064	270,000	269,784	128,751	130,198	7,045	138,343,000	30,842,876	18,060,276	10,073,978,710	31,987	454,098	402,608,000
1895.....	70,960	270,000	269,827	128,180	130,187	7,468	147,420,000	32,192,884	18,444,177	11,166,823,240	32,113	463,813	408,388,000
1896.....	71,022	345,000	341,955	123,306	229,171	7,573	151,496,242	33,745,140	16,266,668	11,571,540,680	32,491	470,032	426,860,478

T.—Statement of the number, kind, and condition of mail bags received by and handled and shipped from the Washington, D. C., mail-bag storehouse during the fiscal year ended June 30, 1897.

	Pouches.					Through registered pouches.			Catcher pouches.
	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 1.	No. 2.	No. 3.	
Received from post-offices and contractors in good condition .....	.....	42, 876	30, 231	19, 250	9, 419	108	40	.....	15, 927
Received from post-offices in bad condition and sent to repair shop	2	60, 853	49, 202	31, 716	12, 471	940	1, 116	98	72, 120
Received from repair shop .....	.....	54, 639	44, 821	29, 529	10, 503	1, 063	1, 576	318	69, 801
Total of each kind received	2	158, 166	124, 254	80, 495	32, 393	2, 111	2, 732	416	157, 848
Shipped from storehouses .....	.....	97, 593	75, 145	48, 086	18, 179	1, 112	1, 523	48	85, 422
Total of all kinds handled	2	255, 759	199, 399	128, 581	50, 572	3, 223	4, 255	464	243, 270

	Horse mail bags.			Sacks for second, third, and fourth class matter.			United States foreign register sacks.			
	No. 1.	No. 2.	No. 3.	No. 1.	No. 2.	No. 3.	No. 0.	No. 1.	No. 2.	No. 3.
Received from post-offices and contractors in good condition	364	81	128	929, 845	166, 305	80, 266	151	520	497	896
Received from post-offices in bad condition and sent to repair shop	2, 524	579	368	1, 256, 208	76, 264	7, 932	196	209	57	29
Received from repair shop	2, 169	438	280	1, 166, 296	70, 276	7, 104	215	341	165	63
Total of each kind received	5, 057	1, 098	776	3, 372, 329	312, 935	101, 302	562	1, 070	719	988
Shipped from storehouse	2, 073	529	239	2, 108, 630	240, 861	80, 821	421	2, 888	729	809
Total of all kinds handled	7, 130	1, 627	1, 015	5, 480, 959	553, 796	182, 123	983	3, 958	1, 448	1, 797

T.—Statement of the number, kind, and condition of mail bags received by and handled and shipped from the Washington, D. C., mail-bag storehouse, etc.—Continued.

	United States foreign canvas sacks.				Domestic inner registered sacks.				Waste sacks.
	No. 0.	No. 1.	No. 2.	No. 3.	No. 1.	No. 2.	No. 3.	No. 4.	
Received from post-offices and contractors in good condition.....	208	5,228	5,098	3,370	-----		374	379	108
Received from post-offices in bad condition and sent to repair shop.....	447	4,548	1,630	2,443	-----	1,777	626	101	384
Received from repair shop.....	414	4,512	1,582	2,331	-----	1,346	431	695	-----
Total of each kind received.....	1,069	15,283	9,305	8,144	-----	4,873	1,431	1,175	492
Shipped from storehouse..	500	7,210	5,736	4,049	-----	1,952	991	169	1,242
Total of all kinds handled.....	1,569	22,493	15,041	12,193	-----	6,825	2,422	1,344	1,734

	Sea-island sacks.	Coin sacks.	Special pouches for letter boxes.	Beasley pouches.	State Department pouches.	Leather labels for State Department.	Snow-shoe pouches.	Pouches for German Embassy.
Received from post-offices and contractors in good condition.....	3,140	-----	-----	-----	-----	-----	-----	-----
Received from post-offices in bad condition and sent to repair shop.....	105	-----	-----	-----	33	-----	-----	-----
Received from repair shop.....	88	2,700	117	200	105	72	20	4
Total of each kind received.....	3,338	2,700	117	200	138	72	20	4
Shipped from storehouse..	2,830	8,750	117	200	105	72	4	4
Total of all kinds handled.....	6,168	6,450	234	400	243	144	24	8

Number of mail bags repaired.....	1,465,107
Number of mail bags made.....	9,170

U.—Itemized statement showing (1) the number of mail bags of all kinds repaired, (2) the number condemned, and (3) what per cent of the mail bags was repaired, and what per cent was condemned at the Mail Bag Repair Shop during each of the last eight fiscal years.

Fiscal year ending—	Carrier satchels.	Pouches.					Through registered pouches.		
		No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 1.	No. 2.	No. 3.
June 30, 1890:									
Repaired		322	24,382	23,829	17,290	5,843	1,575	1,162	431
Condemned		16	96	221	216	210	165	172	115
June 30, 1891:									
Repaired		233	28,120	24,664	18,362	6,672	1,030	569	146
Condemned		3	53	97	92	67	166	139	30
June 30, 1892:									
Repaired	644	50	29,303	27,657	20,155	7,465	1,074	1,115	347
Condemned		3	68	72	63	28	97	141	63
June 30, 1893:									
Repaired		5	36,642	32,603	23,057	9,132	928	635	13
Condemned		705	126	116	109	27			
June 30, 1894:									
Repaired			61,704	44,467	31,389	13,413	1,216	1,902	520
Condemned	(1)	25	565	525	405	238		1	15
June 30, 1895:									
Repaired			44,938	42,870	29,204	11,127	581	1,293	142
Condemned			1,763	1,782	1,384	670			
June 30, 1896:									
Repaired			47,230	42,958	27,527	11,393	1,349	1,435	253
Condemned			2,581	3,133	2,497	1,205	7	15	9
June 30, 1897:									
Repaired			49,757	44,821	29,529	10,501	1,063	1,576	318
Condemned			1,118	1,018	1,006	392		1	1

Fiscal year ending—	Catcher pouches.	Horse mail bags.			Sacks for second, third, and fourth-class matter.			United States foreign registered sacks.			
		No. 1.	No. 2.	No. 3.	No. 1.	No. 2.	No. 3.	No. 0.	No. 1.	No. 2.	No. 3.
June 30, 1890:											
Repaired	16,026	870	718	334	651,537	49,375	12,721				500
Condemned	2,509	535	293	93	42,540	1,832					
June 30, 1891:											
Repaired	19,059	684	505	242	1,071,220	42,800	4,483				
Condemned	2,719	490	328	115	32,028	599	28				
June 30, 1892:											
Repaired	23,364	479	356	409	1,062,898	56,977	6,752	34	255	114	28
Condemned	1,443	517	219	50	140,463	283	175	10	65	35	32
June 30, 1893:											
Repaired	38,221	363	287	315	1,015,854	70,987	10,972			52	
Condemned	832	351	239	116	55,938	618	71			17	
June 30, 1894:											
Repaired	45,934	536	479	257	1,042,343	36,462	6,696	94	295	61	20
Condemned	36	759	527	133	73,814	785	571	1	8	20	23
June 30, 1895:											
Repaired	49,183	669	253	255	1,224,098	91,462	4,767	40	74	29	7
Condemned		696	515	243	85,320	1,648	291		6	2	4
June 30, 1896:											
Repaired	51,775	913	212	166	1,370,077	65,200	10,064	96	253	158	20
Condemned	5,239	587	348	203	159,172	6,991	233	12	100	10	2
June 30, 1897:											
Repaired	60,801	1,126	438	280	1,168,296	70,276	7,104	215	341	165	63
Condemned	2,907	410	189	98	95,788	6,317	812	21	8	9	5

* Condemned and made over into No. 2 pouches.

† 230 carrier satchels and miscellaneous sacks.

‡ 160 of these were made from parts of condemned No. 1 and No. 2 horse mail bags.

§ 95 of these were made from parts of condemned No. 1 and No. 2 horse mail bags.

U.—Itemized statement showing (1) the number of mail bags of all kinds repaired, (2) the number condemned, and (3) what per cent of the mail bags was repaired, and what per cent was condemned at the Mail Bag Repair Shop during each of the last eight fiscal years—Continued.

	United States foreign canvas sacks.				Domestic inner registered sacks.			
	No. 0.	No. 1.	No. 2.	No. 3.	No. 1.	No. 2.	No. 3.	No. 4.
June 30, 1890:								
Repaired	129	2,152	1,121	.....	151	342	81	25
Condemned	89	56	6	.....	28	27	9	2
June 30, 1891:								
Repaired .....	.....	2,702	216	279	850	2,189	1,412	1,113
Condemned	455	981	297	142	6	21	134	63
June 30, 1892:								
Repaired	636	2,489	308	407	352	877	216	64
Condemned	39	546	76	10	157	7	.....	.....
June 30, 1893:								
Repaired	80	119	23	2,911	5	949	.....	.....
Condemned	18	195	47	60	* 700	7	.....	.....
June 30, 1894:								
Repaired	359	3,484	1,602	3,059	.....	2,070	859	185
Condemned	41	291	54	195	23	819	54	20
June 30, 1895:								
Repaired	594	2,797	814	1,889	.....	1,928	603	141
Condemned	3	82	30	125	129	1,732	862	319
June 30, 1896:								
Repaired	1,260	5,227	2,362	2,639	.....	89	227	.....
Condemned	12	95	18	25	.....	156	87	47
June 30, 1897:								
Repaired	414	4,512	1,582	2,331	.....	1,346	431	695
Condemned	33	31	48	112	.....	654	325	151

	Boyle pouches.	Sea- island sacks.	Sacks for waste.	Special sacks.	Leather pouches for State Depart- ment.	Total number of mail bags repaired and condemned each year.	Percentage of mail bags repaired and condemned each year.
June 30, 1890:							
Repaired						810,956	94.27
Condemned						49,280	5.73
June 30, 1891:							
Repaired						1,227,550	96.91
Condemned						39,051	3.09
June 30, 1892:							
Repaired						1,249,825	89.63
Condemned						144,663	10.37
June 30, 1893:							
Repaired						1,244,083	95.41
Condemned						59,842	4.59
June 30, 1894:							
Repaired						1,338,970	94.88
Condemned						79,718	5.62
June 30, 1895:							
Repaired						1,518,187	98.96
Condemned						97,604	6.04
June 30, 1896:							
Repaired						1,643,189	89.96
Condemned						182,823	10.01
June 30, 1897:							
Repaired		93			33	1,465,107	92.93
Condemned		12				111,466	7.07

* Condemned and made over into No. 2 sacks.

V.—Table showing the number of each size of various kinds of mail bags used by the post-office at New York, N. Y., during each month of the fiscal year ended June 30, 1897, and the sum total for that year.

Month.	Pouches.				Through registered pouches.		
	No. 2.	No. 3.	No. 4.	No. 5.	No. 1.	No. 2.	No. 3.
July, 1896	16,899	39,573	44,520	14,636	864	1,964	.....
August, 1896	17,619	38,281	44,522	13,539	850	2,100	.....
September, 1896	19,104	34,753	30,488	13,508	1,085	1,740	.....
October, 1896	18,850	37,358	29,419	13,259	1,327	2,311	.....
November, 1896	17,788	35,514	28,160	12,753	1,211	2,525	.....
December, 1896	19,258	38,293	29,284	13,155	1,361	2,455	.....
January, 1897	* 19,970	38,075	28,990	11,703	1,605	2,170	.....
February, 1897	17,469	34,006	27,620	10,808	1,505	2,032	.....
March, 1897	20,326	37,576	29,398	11,351	1,720	2,112	.....
April, 1897	19,470	37,385	30,416	11,317	1,687	2,196	.....
May, 1897	19,278	34,673	29,560	11,041	1,680	2,118	.....
June, 1897	19,182	34,999	29,776	11,033	1,665	1,992	.....
Total	225,013	440,486	328,153	148,103	16,540	25,715	.....
Grand total	1,141,755				42,255		

Month.	Inner registered sacks.				Sacks for second, third, and fourth class matter.		
	No. 1.	No. 2.	No. 3.	No. 4.	No. 1.	No. 2.	No. 3.
July, 1896 .....	.....	543	660	160	428,128	35,484	1,863
August, 1896	100	470	600	150	442,875	33,708	2,476
September, 1896	30	510	800	732	390,216	41,030	2,350
October, 1896	75	485	850	271	415,430	27,977	878
November, 1896	72	2,058	1,195	491	390,108	24,556	681
December, 1896	70	560	945	249	483,937	35,289	895
January, 1897	52	610	675	293	415,346	25,691	828
February, 1897	125	538	618	204	375,694	19,263	4,451
March, 1897	175	755	880	241	414,787	28,762	4,614
April, 1897	215	619	675	155	410,800	28,648	764
May, 1897	250	605	624	123	401,708	34,597	944
June, 1897	239	558	532	319	379,125	22,745	810
Total	1,403	8,311	9,054	3,388	4,901,149	342,740	21,554
Grand total	22,156				5,265,443		

* One No. 1 included.

V.—Table showing the number of each size of various kinds of mail bags used by the post-office at New York, N. Y., etc.—Continued.

Month.	Catcher pouches.	Foreign canvas sacks.			
		No. 0.	No. 1.	No. 2.	No. 3.
July, 1896.....	5,631	748	6,189	2,803	2,862
August, 1896.....	8,903	967	6,686	2,468	2,928
September, 1896.....	3,970	112	8,896	2,705	2,642
October, 1896.....	5,542	303	7,428	6,468	8,198
November, 1896.....	6,975	357	11,327	4,265	1,669
December, 1896.....	4,813	92	8,615	2,857	2,614
January, 1897.....	4,698	218	7,608	2,916	2,498
February, 1897.....	4,178	232	6,772	2,631	5,366
March, 1897.....	5,163	462	8,682	4,327	2,828
April, 1897.....	4,104	343	8,440	3,528	2,808
May, 1897.....	4,240	284	8,530	3,298	2,715
June, 1897.....	4,288	308	9,744	3,998	2,895
Total.....	55,508	4,426	98,877	42,247	41,068
Grand total.....	55,508	186,618			

Month.	Foreign registered sacks.				Mail locks.	
	No. 0.	No. 1.	No. 2.	No. 3.	Through registered.	Eagle.
July, 1896.....	241	296	90	100	5,420	135,241
August, 1896.....	233	311	77	123	4,987	127,055
September, 1896.....	75	983	487	552	4,897	100,628
October, 1896.....	27	756	45	20	5,319	101,622
November, 1896.....	149	1,108	15	25	5,181	90,090
December, 1896.....	255	1,185	65	50	5,640	97,010
January, 1897.....	205	965	20	.....	5,444	92,541
February, 1897.....	75	1,000	15	.....	5,014	89,063
March, 1897.....	271	1,180	.....	59	5,516	97,164
April, 1897.....	200	1,015	10	.....	5,342	97,228
May, 1897.....	165	1,060	20	.....	5,325	91,764
June, 1897.....	200	1,365	45	10	5,265	94,790
Total.....	2,096	11,224	889	938	63,350	1,214,196
Grand total.....	15,147				1,277,546	

W.—Table showing amount of mail equipment used in each of the eight grand depository offices during the fiscal year ending June 30, 1897.

	Pouches.				Through registered pouches.		
	No. 2.	No. 3.	No. 4.	No. 5.	No. 1.	No. 2.	No. 3.
Atlanta, Ga.....	18,083	7,200	3,842	2,835	306	7,749	.....
Boston, Mass.....	92,952	218,131	151,840	74,091	1,957	9,559	2,695
Chicago, Ill.....	61,675	39,001	18,772	4,009	5,845	33,937	.....
Cincinnati, Ohio.....	38,097	42,835	36,325	18,064	1,123	14,258	1,806
New York, N. Y.....	225,012	440,486	382,153	148,103	16,540	25,715	.....
St. Louis, Mo.....	59,852	34,718	23,548	1,428	9,513	17,027	273
St. Paul, Minn.....	40,181	23,733	17,579	367	1,234	5,693	.....
San Francisco, Cal.....	59,166	53,313	17,472	1,103	1,822	3,953	392
Total.....	595,018	859,412	651,531	250,200	38,339	117,891	5,166
Grand total.....	2,356,161				161,896		

	Inner registered sacks.				Sacks for second, third, and fourth class matter.		
	No. 1.	No. 2.	No. 3.	No. 4.	No. 1.	No. 2.	No. 3.
Atlanta, Ga.....	.....	2,861	.....	.....	324,733	1,153	289
Boston, Mass.....	.....	8,781	5,195	75	1,655,021	26,996	9,128
Chicago, Ill.....	.....	12,048	87	.....	1,983,513	13,202	3,446
Cincinnati, Ohio.....	.....	2,422	4,285	3,811	838,307	18,220	6,410
New York, N. Y.....	1,403	8,311	9,054	5,888	4,901,149	342,740	21,554
St. Louis, Mo.....	.....	31,779	44	8	998,573	112,950	325
St. Paul, Minn.....	.....	4,416	.....	.....	555,660	8,812	.....
San Francisco, Cal.....	.....	12,286	460	6	612,841	7,176	1,243
Total.....	1,403	82,904	19,075	7,288	11,779,800	531,249	42,405
Grand total.....	110,670				12,353,454		

	Catcher pouches.	Horse mail bags.			Foreign canvas bags.			
		No. 1.	No. 2.	No. 3.	No. 0.	No. 1.	No. 2.	No. 3.
Atlanta, Ga.....	6,911	3	52	27	.....	.....	.....	.....
Boston, Mass.....	11,136	.....	.....	.....	1,074	7,807	5,600	142
Chicago, Ill.....	10,387	.....	.....	.....	1,286	4,307	2,527	5,398
Cincinnati, Ohio.....	9,422	11	12	11	.....	.....	.....	.....
New York, N. Y.....	55,505	.....	.....	.....	4,426	98,877	42,247	41,068
St. Louis, Mo.....	7,316	13	15	19	45	695	1,532	5,417
St. Paul, Minn.....	2,530	1	1	1	.....	.....	.....	.....
San Francisco, Cal.....	6,280	4	4	5	176	10,885	1,166	1,913
Total.....	109,487	32	94	63	7,007	122,571	53,072	53,938
Grand total.....	109,487	180			236,568			

	Foreign registered sacks.				Mail locks.	
	No. 0.	No. 1.	No. 2.	No. 3.	Through registered.	Eagle.
Atlanta, Ga.....	.....	.....	.....	.....	10,923	35,131
Boston, Mass.....	10	943	2,513	856	14,171	508,106
Chicago, Ill.....	.....	.....	15	15	50,428	47,849
Cincinnati, Ohio.....	.....	.....	.....	.....	27,700	132,763
New York, N. Y.....	2,006	11,224	889	938	63,350	1,214,196
St. Louis, Mo.....	.....	.....	.....	.....	58,727	117,424
St. Paul, Minn.....	.....	.....	.....	.....	11,341	82,767
San Francisco, Cal.....	188	695	223	23	18,991	127,451
Total.....	2,294	12,862	3,640	1,832	255,626	2,265,747
Grand total.....	20,628				2,521,373	

V.—Statement of work done at the mail bag repair shop during the fiscal year ending June 30, 1897.

	Pouches.					Through registered pouches.		
	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 1.	No. 2.	No. 3.
On hand at beginning of fiscal year.	12	2,215	980	881	187	668	1,108	291
Received from all sources.....	2	103,529	79,433	50,966	21,890	1,048	1,156	96
Total.....	14	105,744	80,413	51,347	22,077	1,716	2,264	389
Condemned and retired from service.....		1,118	1,018	1,006	392		1	1
Balance.....	14	104,626	79,395	50,341	21,685	1,716	2,263	388
Repaired and turned over to storehouse.....		49,757	44,821	29,529	10,501	1,068	1,576	318
Remaining on hand.....		54,869	34,574	20,812	11,184	658	687	70

	Catcher pouches.	Horse mail bags.			Sacks for second, third, and fourth class matter.		
		No. 1.	No. 2.	No. 3.	No. 1.	No. 2.	No. 3.
On hand at beginning of fiscal year.	883	335	49	82	6,300	697	.....
Received from all sources.....	88,047	2,888	660	496	2,206,033	242,659	94,196
Total.....	88,910	3,223	709	578	2,212,333	243,356	94,196
Condemned and retired from service.....	2,907	410	189	98	95,788	6,817	812
Balance.....	86,003	2,813	520	480	2,116,545	237,039	93,386
Repaired and turned over to storehouse.....	69,801	1,126	438	280	1,166,296	70,276	7,104
Remaining on hand.....	16,202	1,687	82	200	950,249	166,763	86,282

	Inner registered sacks.			United States foreign registered sacks.				United States foreign canvas sacks.			
	No. 2.	No. 3.	No. 4.	No. 0.	No. 1.	No. 2.	No. 3.	No. 0.	No. 1.	No. 2.	No. 3.
On hand at beginning of fiscal year.....	1,029	383	791	40	140	117	89	.....	.....	.....	.....
Received from all sources.....	3,527	1,000	480	347	729	554	925	655	10,771	7,723	5,813
Total.....	4,556	1,383	1,271	387	869	671	964	655	10,771	7,723	5,813
Condemned and retired from service.....	654	325	151	21	8	9	5	33	31	48	112
Balance.....	3,902	1,058	1,120	366	861	662	959	622	10,740	7,675	5,701
Repaired and turned over to storehouse.....	1,346	431	695	215	341	165	63	414	4,512	1,582	2,331
Remaining on hand.....	2,556	627	425	151	520	497	896	208	6,228	6,093	3,370

• Cut down to No. 2 pouches.

Y.—Statement of the number and kind of pouches and sacks handled in the mail bag storehouse at Washington, D. C., during the fiscal year ending June 30, 1897.

	Pouches.					Through registered pouches.		
	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 1.	No. 2.	No. 3.
On hand at beginning of fiscal year		2,653	1,340	335	482	436	552	505
Received from repair shop		54,637	44,821	29,529	10,503	1,063	1,576	318
Received from post-offices and contractors in good condition		42,676	30,231	19,250	9,419	108	40	.....
Total		99,966	76,392	49,114	20,404	1,607	2,168	823
Shipped		97,593	75,145	48,086	18,179	1,112	1,528	48
Balance available for issue		2,373	1,247	1,028	2,225	495	645	775

	Catcher pouches.	Horse mail bags.			Sacks for second, third, and fourth class matter.		
		No. 1.	No. 2.	No. 3.	No. 1.	No. 2.	No. 3.
On hand at beginning of fiscal year	294	63	15	141	2,547	8,791	9,681
Received from repair shop	69,801	2,169	438	290	1,166,296	70,276	7,104
Received from post-offices and contractors in good condition	15,927	364	81	128	949,825	166,395	86,266
Total	86,022	2,596	534	549	2,118,668	245,462	103,051
Shipped	85,423	2,073	529	239	2,108,030	240,861	80,821
Balance available for issue	600	523	5	310	10,038	4,601	22,230

	Inner registered sacks.			United States foreign registered sacks.				United States foreign canvas sacks.			
	No. 2.	No. 3.	No. 4.	No. 0.	No. 1.	No. 2.	No. 3.	No. 0.	No. 1.	No. 2.	No. 3.
On hand at beginning of fiscal year.....	108	265	194	1,426	1,994	977	1,680	1,470	6,640	2,356	2,450
Received from repair shop.....	11,846	431	695	215	341	165	63	414	4,512	1,582	2,331
Received from post-offices and contractors in good condition.....	1,777	374	379	151	520	497	896	208	6,228	6,093	3,370
Total.....	13,231	1,070	1,268	1,792	2,855	1,639	2,639	2,092	17,380	10,031	8,151
Shipped.....	1,952	991	169	421	2,838	729	809	500	7,210	5,736	4,049
Balance available for issue.....	11,279	79	1,099	1,371	17	910	1,830	1,592	10,170	4,295	4,102

REPORT
OF THE
GENERAL SUPERINTENDENT OF RAILWAY MAIL SERVICE
FOR THE
FISCAL YEAR ENDED JUNE 30, 1897.

REPORT

OF THE

GENERAL SUPERINTENDENT OF RAILWAY MAIL SERVICE

TO THE

SECOND ASSISTANT POSTMASTER-GENERAL FOR 1897.

POST OFFICE DEPARTMENT,
OFFICE OF THE GENERAL SUPERINTENDENT,
RAILWAY MAIL SERVICE,

Washington, D. C., October 2, 1897.

SIR: I herewith submit my annual report of the operations of the Railway Mail Service for the year ended June 30, 1897, consisting of statistical tables showing the extent of the service, number of clerks, miles run, mail distributed, examinations passed, errors made, comparison with former years, casualties, etc., together with a statement of the cost of the service during the past fiscal year, the probable cost during the present year, and estimates of the amounts necessary to maintain the service during the year ending June 30, 1899.

NUMBER OF LINES AND CLERKS.

There were in operation on the 30th of June, 1897, 1,164 railway post-office lines, manned by 3,868 crews, aggregating 6,854 clerks (including 10 acting clerks); 33 electric and cable car lines, with 87 crews and 102 clerks (including 12 acting clerks); 42 inland steamboat lines, with 57 crews and 57 clerks (including 6 acting clerks for summer service), making a total of 1,239 lines of all kinds manned by 7,013 clerks. This only covers the working force on the lines. In addition there were 311 transfer clerks, employed in handling the mails at important depots and junctions, and 278 clerks detailed to clerical duty in the various offices of the service, making a grand total of 7,602 clerks appointed to the service, an increase during the year of 197 clerks, as shown by the accompanying table:

Year.	Employed on rail-road lines.	Employed on steam-boat lines.	Employed on electric lines.	Detailed to transfer duty.	Detailed to office duty.	Total.
1896.....	6,704	45	75	310	271	7,405
1897.....	6,864	57	102	311	278	7,602
Increase.....	150	12	27	1	7	197

a Including 29 acting clerks.

MILEAGE.

The miles of railroad covered by railway postal service with clerks was 154,225.07; of electric and cable lines, 303.68; of steamboat lines, 7,459.52; total, 161,988.27. The annual miles run by clerks on railroad lines was 175,210,611; on electric and cable lines, 1,612,829; on steamboat lines, 1,907,232; total, 178,730,672. In addition to this there was closed pouch service on 19,255.51 miles of railroad, with an annual mileage traveled of 22,072,051; also, the same character of service on 798.24 miles of electric and cable lines, with an annual mileage of 2,368,786; and 17,247.31 miles of steamboat lines, with an annual mileage of 3,749,823; making a total annual mileage of 28,190,660 miles of closed pouch service. Then, again, there were 75,907,694 miles of service by express pouches on other than railway post-office trains, on lines upon which there was service by clerks. This makes the grand total of miles traveled, of all classes of service, 282,829,026.

EQUIPMENT.

There were at the close of the fiscal year under consideration 654 whole cars in use and 173 in reserve; 2,026 apartments in cars in use and 540 in reserve, making a total of 3,393 cars and apartments on railroad lines; in addition to this there were 65 on electric and cable lines, and 55 apartments on steamboat lines, making a total of 3,513, an increase of 51 whole cars and 44 apartments.

MAIL DISTRIBUTED.

There were 6,059,769,680 pieces of first-class mail matter handled during the year just closed and 5,511,771,000 pieces of second, third, and fourth class matter, making a total of 11,571,540,680 pieces, exclusive of registered matter. Of the latter class of matter there were handled 14,640,832 packages and cases, 984,093 through registered pouches and 631,738 inner registered sacks, making in all 16,256,663 pieces of registered matter. There were also handled 462,469,640 pieces of city mail. The increase of ordinary mail handled over last year was 405,217,440 pieces, or 3.7 per cent; a decrease of 329,943, or 2.2 per cent, in the number of single pieces of registered matter, and an increase of 150,436, or 10.2 per cent, in the number of through registered pouches and inner registered sacks handled, which explains the decrease in the number of single packages handled. The amount of city mail handled exceeded that of last year by 54,402,440, or 13.3 per cent.

The following table will show the number of clerks assigned to lines, the amount of mail handled, the number of errors in distribution, with the per cent of increase or decrease, for a period of ten years:

Year ended June 30—	Number of clerks.	Per cent of increase in clerks.	Pieces of mail matter distributed.	Per cent of increase.	Errors in distribution.	Per cent.		Pieces correct to each error.	Per cent.	
						Increase.	Decrease.		Increase.	Decrease.
1888....	5,094	.....	6,528,772,060	.....	1,765,821	.....	.....	3,694	.....	.....
1889....	5,448	6.95	7,028,837,130	7.63	1,777,295	.....	.....	3,954	7.04	.....
1890....	5,836	7.12	7,847,723,600	10.26	2,769,245	55.81	.....	2,824	.....	28.33
1891....	6,032	3.36	8,546,370,090	8.90	2,005,973	.....	27.56	4,261	50.35	.....
1892....	6,417	6.28	9,227,818,090	7.97	1,658,457	.....	17.32	5,564	30.58	.....
1893....	6,645	3.55	9,772,075,810	5.90	1,867,880	.....	17.52	7,144	28.40	.....
1894....	6,852	3.10	10,038,978,790	2.62	1,261,064	.....	6.34	7,831	9.62	.....
1895....	7,045	2.82	10,877,876,040	8.43	1,166,682	.....	9	8,984	13.57	.....
1896....	7,408	5.15	11,166,323,240	7.60	1,184,411	.....	2.76	9,843	10.67	.....
1897....	7,573	2.23	11,671,540,680	3.63	967,538	.....	14.71	11,990	21.51	.....

• Acting clerks not included in this table.

From this it will be seen that while the amount of mail handled has increased 77.2 per cent in ten years the working force required to do the work has increased but 48.6 per cent, and the pieces of mail matter handled correctly to each error in distribution has increased from 3,694 to 11,960.

ERRORS IN DISTRIBUTION.

The above table also shows that there were 967,538 errors in distribution charged against postal clerks during the year, as against 1,134,412 for last year, a decrease of 14.7 per cent. There were 722,276 errors in distribution checked against post-offices, a decrease, as compared with last year, of 80,295, or a little over 10 per cent.

MISSENT AND MISDIRECTED MATTER.

An inspection of the following table will disclose the fact that there was a considerable decrease in the number of errors checked against postmasters, all of which indicated a healthy condition of affairs throughout the service:

Missent and misdirected matter.

Matter.	Year ended June 30—		Decrease, 1897 from 1896.	Increase, 1897 over 1896.
	1897.	1896.		
Missent:				
Letter packages	18,260	19,674	1,414	.....
Pouches	2,295	2,560	274	.....
Sacks	3,014	2,996	.....	18
Registered packages	637	681	44	.....
Registered pouches and inner-registered sacks ..	67	106	39	.....
Misdirected:				
Letter packages	2,333	2,715	382	.....
Pouches	630	612	.....	18
Sacks	1,278	1,192	.....	86

ERRORS IN DISTRIBUTION IN POST-OFFICES.

Table G* shows the errors in distribution in post-offices of the first, second, and third classes. The record compares very favorably with those of previous years, and indicates close supervision on the part of postmasters, or those in immediate charge of the mailing divisions of the offices, and intelligent application on the part of the clerks who did the work of distribution.

NIXES.

The number of pieces of mail matter so illegibly addressed as to require special attention before delivery could be effected, or which could not be delivered at all, was 11,972,764. This was less than the number handled last year, which was 12,234,644. Of the 11,972,764 pieces handled, 6,421,680, or 53.7 per cent, were returned to writers or corrected and forwarded to destination. The balance was sent to the Dead-Letter Office, or otherwise disposed of in accordance with the regulations.

CASE EXAMINATIONS.

There were 19,686 examinations of permanent clerks during the year. The number of cards handled in these examinations was 22,007,386, of which 98.45 per cent were handled correctly. Last year's report shows 17,913 examinations of permanent clerks, 20,679,840 cards handled, 98.07 per cent correctly. The probationary clerks passed 1,392 examinations, handling 1,234,052 cards, 97.41 per cent of which were handled correctly. Last year this class of clerks passed 1,618 examinations, consisting of 1,479,917 cards, of which 97.40 per cent were correct. The decrease in the number of examinations of probationary clerks is explained by the fact that there have been fewer changes in the service the past year than the preceding year, or indeed during any year heretofore. Consequently there were a less number probationary clerks appointed, and, as a matter of course, fewer examinations.

The following is a statement of the examinations of permanent and probationary clerks combined for a period of ten years. It shows a steady increase in efficiency that is most gratifying to all concerned:

Year ended June 30—	Examina- tions.	Cards handled.	Correctly handled.	Per cent correct.	Average number of cards per examina- tion.
1888	13,442	12,010,254	10,389,952	86.51	896
1889	11,819	9,951,083	8,616,597	86.40	842
1890	16,084	17,998,156	16,069,814	90.24	1,107
1891	14,119	15,830,849	14,625,727	92.29	1,121
1892	16,670	18,127,114	17,126,004	94.48	1,068
1893	15,676	17,796,280	16,958,511	95.29	1,135
1894	19,512	23,193,083	21,480,575	96.80	1,137
1895	19,522	22,589,860	22,065,337	97.68	1,157
1896	19,531	22,159,757	21,722,013	98.03	1,135
1897	21,078	23,241,438	22,868,753	98.40	1,108

Exhibit 4 (examinations of substitute clerks) covers data not heretofore published. It shows that there were 1,671 examinations of this kind held during the past year, in which 1,627,127 cards were handled, 98.13 per cent of which were correctly distributed. This is a very fine showing, and speaks well for the character and qualifications of the applicants for entry into the service.

CASUALTIES.

It is with great regret that I am compelled to report a larger number of casualties during the past year than have occurred during any previous year since the organization of the service. With the growth of the service it must be expected, I presume, that there will be an increase in the number of these disasters, despite all our efforts to provide safeguards of every kind. Great care has been exercised for some years past to secure the best equipment possible, to have all new postal cars constructed in the safest and strongest manner and equipped with the latest devices for security and comfort, to have old cars rebuilt and strengthened to cover each weak point; but, notwithstanding every precaution, accidents occur from causes unforeseen—misunderstandings beyond our power to provide against—accidents that will occur doubtless as long as human agencies must be depended upon; and each year rolls up its dreadful record of death and destruction.

The following is a statement of the casualties from 1875 to 1897:

Year ended June 30—	Total clerks.	Casual- ties.	Clerks killed.	Clerks seriously injured.	Clerks slightly injured.
1875	2,238		1		
1876	2,415		1		
1877	2,500	27	2	10	4
1878	2,608	39	2	15	3
1879	2,609	35	3	14	13
1880	2,946	26		14	15
1881	3,177	62	7	15	22
1882	3,570	53	3	16	20
1883	3,855	114	7	35	43
1884	3,963	154	7	28	60
1885	4,387	102	2	35	65
1886	4,573	211		56	60
1887	4,851	244	5	45	72
1888	5,094	248	4	63	45
1889	5,448	193	10	95	40
1890	5,836	261	4	41	53
1891	6,032	219	13	68	84
1892	6,417	345	5	60	112
1893	6,645	403	10	66	115
1894	6,856	362	4	48	98
1895	7,045	497	7	50	128
1896	7,408	485	5	47	85
1897	7,573	589	14	83	78

The total number of casualties during the year ended June 30, 1897, was 589, in which 14 clerks lost their lives and 33 were seriously and 75 slightly injured.

The most serious and fatal accident of the year was that which occurred at Missouri City, Mo., June 26, in which five clerks lost their lives, viz, A. M. Smith, F. W. Brink, G. A. Smith, jr., J. W. Salwaenter, and W. S. Mills. Their train, No. 6, Wabash Railroad, while running at a high rate of speed struck a trestle which had been undermined by a heavy and continuous flood. The trestle being on a curve, moved under the shock of the engine, precipitating the entire train into the raging flood below. All of the clerks in the postal car were killed, together with a portion of the train crew and a number of passengers. Considerable mail was recovered, badly damaged by mud and water, but undoubtedly a large quantity was lost.

W. D. Baker, of the Gilman and Springfield R. P. O., was fatally injured in a collision on his line near Clinton, Ill., August 1, 1896, and died a few hours later on the same day.

L. A. Thomas, Columbia and Jacksonville R. P. O., was killed in a collision near Swansea, S. O., October 14, 1896. The baggage and mail car were entirely consumed by fire and the bodies of clerk Thomas and the baggage master cremated, only a few charred bones being recovered.

Henry M. Burrows, St. Paul and Minot R. P. O., was lost in a blizzard at Devils Lake, N. Dak., November 26, 1896. He left his car to go to the telegraph office about three blocks distant, and, blinded by the storm, wandered away in the darkness and died of exposure. His body was recovered January 5, 1897, entangled in the weeds on the shore of Devils Lake about 7 miles from the railroad station.

M. V. King, of the Grafton and Cincinnati R. P. O., was killed in a wreck near Hamden Junction, Ohio, December 18, 1896, and O. H. Smith so badly injured that he died two days later. The wreck was caused by collision with a freight train.

W. C. Copley, of the Kane and Butler R. P. O., was killed in a wreck on his line January 23, 1897.

W. A. Rosenberger, of the St. Louis and Kansas City R. P. O., was

burned to death in a wreck near St. Aubert, Mo., March 5, 1897. His train ran into a landslide and was derailed, the tender of the engine telescoping the postal car. Rosenberger was caught in the débris, and despite the efforts of his associate clerk and the trainmen he could not be liberated.

T. C. Benton, Washington and Charlotte R. P. O., was injured in a collision April 11, 1897. He was caught under the engine and so badly burned and scalded that he died two hours later.

R. T. Shimer, Pittsburg and St. Louis R. P. O., was killed in a collision at Vandalia, Ill., June 30, 1897.

This is a sad record to contemplate, and I regret to say that the current year bids fair to equal or exceed it. Already (October 1) we have had 114 accidents, in which 4 clerks lost their lives and 18 were seriously and 29 slightly injured.

I mention these cases in detail and call especial attention to the large number of clerks injured to a greater or less extent, because I desire to emphasize the necessity for some legislative action for the relief of those left helpless and in want by the sudden taking off of the husband or father—the wage-earner. This office has recommended year after year that provision be made in law for the relief of the families of postal clerks killed in the line of duty. Surely this is just and right, and when we consider that by the plan proposed the amount required to do this would be contributed by the clerks themselves, it seems to me that there should be no difficulty in securing favorable action by Congress, and I trust this matter will be taken up again and pressed to a successful issue.

In this connection it must be remembered that a clerk disabled for service while in the line of duty and from causes beyond his power to control is granted leave of absence with pay for the period of disability, not exceeding twelve months, such disability to be certified to by a physician in good standing. The clerk's run is kept up during his absence by an acting clerk, without expense to him. Thus it will be seen that provision is made for a clerk injured whereby he is enabled to care for himself and family during such time as he is unable to work; but if the clerk pays the last great penalty of devotion to duty and yields up his life, there is no provision for his family to tide them over even the expense of his interment.

I venture to reprint here a modification of a bill which I laid before you in my report for the last fiscal year, and which was first presented in my report for 1893. As I showed last year, this bill differs in some respects from the bill proposed by the National Association of Railway Postal Clerks, but while not tenacious of any of the points wherein this bill differs from the clerks' bill, and which are really minor features, I believe this bill, on the whole, to be framed so as to better accomplish the end desired with the least possible tax upon the clerks:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That beginning with the commencement of the first fiscal year after the approval of this Act, and regularly thereafter, there will be withheld from the salary of every person employed in the classified Railway Mail Service, by any title or in any capacity whatsoever, except those not paid out of the appropriation for clerk hire, a sum equal to two per centum per annum of the amount of his salary, as fixed by the Postmaster-General in pursuance to law, which shall constitute a fund to be known as "The Railway Mail Service Relief Fund," and be retained in the Treasury or subtreasuries of the United States of America for the relief of injured or disabled employees of said service. For convenience of disbursement the Secretary of the Treasury may make transfers from said fund to any national bank designated as a depository of public money, or to any post-office of the first or second class.

SEC. 2. That the fund arising from deduction from the salaries of railway postal clerks, or fines for misdemeanors, errors, or other irregularities, be also added to the Railway Mail Service Relief Fund, and retained in the Treasury or subtreasuries of the United States, as provided for in the preceding section.

SEC. 3. That the fund provided for in the two preceding sections shall be applied to the relief of any employees referred to therein, who in the said service and in the line of duty shall be permanently disabled or injured, mentally or physically, not the result of his own vicious habits, so as to incapacitate him for the performance of further duty in said service. If said injury or disability, not apparently permanent when received or incurred, shall result in permanency within two years thereafter, the relief extended by this Act shall accrue to him from and after the ascertainment of that fact.

SEC. 4. That there shall be paid annually from said fund to each of the injured or disabled employees referred to in the preceding sections, an amount equal to forty-five per centum of the salary received on retirement, the payment in all cases to be made at such intervals as the Postmaster-General shall direct, but not less frequently than quarterly and to continue during the continuance of said disability: *Provided*, That no payments shall be made from said fund until the commencement of the second fiscal year after the approval of this Act; nor to any employee for injuries received or disabilities incurred during his probationary period in said service.

SEC. 5. That if any employee entitled to the benefits of this Act shall be killed while in said service and in the line of duty, or shall die of an injury or disability received or contracted in said service and in the line of duty, within one year from the date of receiving or contracting same, leaving a widow or minor children under sixteen years of age, there shall be paid to said widow out of said fund a sum equal to one year's salary of such employee in the class in which he last served, or if there be no widow the same shall be paid to the legitimate child or children of such employee under the age specified.

SEC. 6. That any employee referred to herein, who, not having been injured or disabled as contemplated by the provisions of this Act, may, after twenty years' service, continuous or otherwise, be retired, if, by reason of age or other infirmity, mental or physical, he becomes incapacitated to perform further satisfactory service, and shall upon such retirement, be paid out of said fund during the remainder of his life an annual sum equal to that fixed in the fourth section of this Act for the class in which he last served: *Provided*, That nothing herein shall be construed as compelling the retirement of any railway postal clerk at the end of twenty years' service who is physically and mentally able to perform his duties.

SEC. 7. That from beneficiaries of this Act who may be retired within twenty years after the date it becomes operative, as provided for in section six, the sum of two hundred dollars, less the amount paid by such beneficiary into the said fund prior to his retirement, shall be deducted from the amount due him the first year after his retirement.

SEC. 8. That it is hereby made the duty of the Postmaster-General to provide rules and regulations for the enforcement of this Act, as well as for the ascertainment of the fact of any injury or disability, and to designate any surgeon conveniently located for the purpose, at the expense of the applicant for relief, to examine the applicant and make report of his condition, and the decision of the Postmaster-General as to the fact of such injury or disability, and the degree thereof, shall be final.

RECLASSIFICATION.

The subject of reorganization or reclassification of the clerks in the Railway Mail Service is one that has been dwelt upon persistently in the reports of this office for a number of years past. Several bills have been introduced in Congress on this subject, some of which have received the hearty support of the Postmaster-General, and have passed the Senate. The House of Representatives, however, has as yet failed to act. I regret that this is so, and sincerely trust that the honorable Postmaster-General will take the matter up at the next meeting of Congress and urge favorable action.

I do not know that I can say anything more at this time than has already been said again and again in previous annual reports and in arguments before Congressional committees. I believe it but simple justice to a careful, hard-working, and painstaking class of employees that this service should be reclassified and its reorganization extended so as to cover the present requirements and correspond with the present

obligations which rest upon its employees. At the time the service was last organized, in 1883, there was not a line in the United States upon which more than five men were employed in any one crew upon any train. We now have crews that number from twenty to twenty-five men. We run as high as six postal cars on one train, in which is performed a distribution covering the mail for nearly one-third of the United States. The handling of these heavy mails, the management of so large a force of men, and the superintendence of many things not thought of twenty years ago call for executive ability of a high order in those who have charge of these heavy mail trains, and mental capacity and physical endurance in the subordinate clerks far exceeding that required when the present organization was effected.

The postal service can without exaggeration be said to rank with recognized professions, such as medicine and law. By continued effort and unswerving persistency of purpose the service has attained a degree of efficiency of which those in control fifteen or twenty years ago might have dreamed, but hardly hoped to attain. One has but to scan the reports of past years to note the increase in the amount of mail, which has far exceeded the increase in the number of clerks; observe the increase in efficiency as shown by the reduced number of errors in distribution, the increased number of case examinations, and the improvement in accuracy, to realize in some measure the change that has taken place. That change could only have taken place through the hearty cooperation of the clerks and their unremitting efforts to assist the Department in steadily building up the service and placing higher and still higher from year to year the standard of excellence. They are entitled to some substantial recognition of their efforts; they have a right to claim, I think, that the "laborer is worthy of his hire," and that their compensation shall increase in some fair proportion to the increased responsibility placed upon them, and the increased labor demanded of them.

It seems hardly necessary to again refer to the dangerous character of the work these men perform. The record of the casualties of the past year, as shown in this report, speaks more eloquently in their behalf than anything I might write here. I therefore simply reprint the reclassification bill which passed the Senate at its last session, and which I trust will receive the favorable consideration and approval of the House of Representatives during the coming winter.

A BILL to reclassify railway postal clerks and prescribe their salaries.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That on and after the first day of July, eighteen hundred and ninety-eight, employees of the Post-Office Department known as railway postal clerks shall be divided into ten classes and be paid according to the following rates per annum: First class, not exceeding eight hundred dollars; second class shall receive nine hundred dollars; third class shall receive one thousand dollars; fourth class shall receive one thousand one hundred dollars; fifth class shall receive one thousand two hundred dollars; sixth class shall receive one thousand three hundred dollars; seventh class shall receive one thousand four hundred dollars; eighth class shall receive one thousand five hundred dollars; ninth class shall receive one thousand six hundred dollars; tenth class shall receive one thousand eight hundred dollars.

The Postmaster-General may, however, in his discretion, temporarily reduce the salary of any clerk as a penalty for delinquency or misconduct in such sum as he may deem necessary for the maintenance of discipline and efficient service; such reductions to be based upon a demerit system, which shall be uniform throughout the service.

That the original appointments to the position of railway postal clerk shall be made to class one for a probationary period of six months from the date of the same, less such time as the appointee may have performed service as a substitute clerk, as provided by the postal laws and regulations and the civil-service laws and regulations; and no permanent appointment shall be made before the expiration of the

probationary period, and then only when the appointee shall have shown himself proficient in his duties, fully competent to perform the same, and has made a satisfactory record.

Promotions shall be based solely upon efficiency, faithfulness, and good conduct, and the clerk must serve at least six months in each class before being promoted to a higher class: *Provided*, That on lines upon which railway post-office cars have been authorized by the Postmaster-General a clerk appointed to a crew of five or more shall, after having passed the probationary period, be appointed a clerk of class two, and if he proves himself proficient in his duties and has made a satisfactory record, he shall within a year after receiving his permanent appointment be promoted to class three, and shall not be further promoted unless there is a vacancy in a higher class; but if he is appointed to a crew of two, three, or four clerks, and continues to make a satisfactory record, then he shall be advanced one grade each year until he shall have reached the maximum class of the lowest grade in the car to which he is assigned, as hereinafter provided for.

On lines upon which full railway post-office cars have not been authorized by the Postmaster-General, where but one clerk to a car is appointed to perform the duties and who runs an average of one hundred and ten miles or more per day, he shall be of class five.

If the daily average of miles run is less than one hundred and ten, and not less than one hundred, the clerk shall be of class four; if less than one hundred and not less than ninety, the clerk shall be of class three; if less than ninety and more than eighty, the clerk shall be of class two. If the average distance run is eighty miles or less, the clerk shall be of class one, and the salary shall be not less than ten dollars per annum for each mile of the daily average of miles run: *Provided*, That the clerks of these classes, assigned as above, are employed exclusively by the Post-Office Department.

On lines upon which full railway post-office cars have not been authorized by the Postmaster-General, where more than one clerk is assigned to duty in a car, the additional clerks shall be of classes lower than the clerk in charge, except where the clerk is of class one; and in no case shall such additional clerks be of a class higher than class four. Where helpers are assigned to do duty on such lines, they shall not be of a class higher than class three.

On lines upon which full railway post-office cars are run by order of the Post-Office Department, and to which two clerks to a crew are assigned, there shall be one clerk of class eight and one clerk of class six or lower, as hereinbefore provided for.

On lines upon which full railway post-office cars are run by order of the Post-Office Department, and to which three clerks to a crew are assigned, there shall be one clerk of class eight, one clerk of class six, and one clerk of class five or lower, as hereinbefore provided for.

On lines on which full railway post-office cars are run by order of the Post-Office Department, and to which four clerks to a crew are assigned, there shall be one clerk of class eight, one clerk of class six, one clerk of class five, and one clerk of class four or lower, as hereinbefore provided for.

On lines upon which full railway post-office cars are run by order of the Post-Office Department, and to which five or more clerks to a crew are assigned, there shall be one clerk of class eight, one clerk of class six, one clerk of class five, one clerk of class four, and the others of class three or lower, as hereinbefore provided for.

On lines where more than one distributing car is run in a train, there shall be two additional clerks of class six for each additional distributing car.

The clerk receiving the highest salary in any crew will be designated the clerk in charge.

Clerks employed on steamboat lines shall be of class one; the salary to be determined by the amount of work to be performed, and whether they are employed exclusively by the Post-Office Department.

Clerks employed as porters in railway post-offices shall be of class one, and shall be paid a salary not exceeding six hundred dollars per annum.

The General Superintendent may, when necessary, detail such clerks of such classes as the character of the work may indicate to duty at important railway junctions, such clerks to be designated as transfer clerks in charge and assistant transfer clerks; and it shall be their duty to look after the handling and transfer of mails at railroad depots and to perform such other work pertaining to the Railway Mail Service, as may be required of them. When more than one clerk is needed for such duty at the same depot, the additional clerks shall be of classes below class seven, but in no case shall more than one clerk of the same class, above class three, be so detailed at the same depot.

Such clerks as may be assigned to duty in charge of one or more lines shall be of class nine, and be designated as chief clerks, and shall, when traveling on business of the Department, be paid from the appropriation for the transportation of mails on railroads their actual and necessary expenses, but not exceeding three dollars per diem.

There shall be one clerk detailed to duty in the office of each division superintendent, who shall be designated assistant superintendent Railway Mail Service, and who shall act as division superintendent in the absence of that officer. Such clerk shall be of class ten, and shall, when traveling on the business of the Department, be paid from the appropriation for the transportation of mails on railroads his actual and necessary expenses, but not exceeding three dollars per diem.

There may be detailed to duty in the office of the General Superintendent and each division superintendent of Railway Mail Service as many railway postal clerks as may, in the judgment of the General Superintendent, be necessary to transact the business of those offices properly; but there shall be but one clerk of class ten detailed to duty in the office of each division superintendent.

That all railway postal clerks whose duties require them to work six days or more per week, fifty-two weeks per year, shall be allowed an annual vacation of fifteen days with pay.

No clerk shall receive less salary after the passage of this act than he was receiving prior thereto, and no clerk shall be reduced from a higher to a lower grade after his assignment thereto, unless such salary or grade is properly reduced by reason of his inefficiency to perform the duties of such higher grade, unless temporarily reduced as a penalty for delinquency or misconduct, as hereinbefore provided for, or unless the status of the line to which he is assigned may be so changed by the reduction of mileage, withdrawal of full railway post-office cars, reduction of force, or otherwise, as to bring him within a different class, as provided in this act, or unless he be transferred from one line to another at his own request or in the interest of the public service.

SEC. 2. That there be, and is hereby, appropriated, out of any money in the Treasury not otherwise appropriated, such sum as may be necessary to carry into effect the provisions of this act, and that such appropriation be deemed an annual appropriation.

SEC. 3. That all acts and parts of acts inconsistent with this act be, and the same are hereby, repealed.

PROTECTION OF CLERKS WHILE IN THE DISCHARGE OF THEIR OFFICIAL DUTIES.

I beg leave to again call your attention to the necessity for the enactment of some legislation that will prevent unwarranted and unlawful interference with postal clerks while in the discharge of their official duties. A mail car is considered sacred from intrusion by unauthorized persons; and anyone who forces his way into a mail car without authority and assaults the clerk who is on duty therein should be punished.

As I stated in last year's report, we have had several cases of this kind within the past few years. I therefore reprint a bill which was introduced in the last Congress, but failed to pass, owing to press of other matters:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That every person who, by violence, enters a railway post-office car or apartment assigned to the use of the Railway Mail Service, or who willfully and maliciously assaults a railway postal clerk while in the discharge of his duties as such, and every person who willfully aids or assists therein, shall, for every such offense, be punishable by a fine of not less than one hundred dollars and not more than one thousand dollars, or by imprisonment for not less than one year and not more than three years.

CIVIL SERVICE—PROMOTION.

I see no reason in the experience of the past year to change my opinion, so often expressed, as to the beneficial effect upon the service of a system of appointments based upon efficiency, as determined by proper examinations, both mental and physical. The records of the service, as shown by the accompanying tables and as summarized in the text, speak for themselves, and indicate beyond question that the personnel of the service has in nowise deteriorated. So satisfactory had been our experience in this respect that it was determined to apply

the rules, as far as practicable, to promotions in the service. The matter was given the most careful consideration by a committee composed of experienced Railway Mail Service officials, and as the result of their deliberations a set of regulations governing promotions was promulgated in February last, and all promotions since that time have been made in accordance with those regulations. Some little difficulties have arisen, some inconsistencies have been discovered, but on the whole the system has proven successful, and is undoubtedly a step in the right direction. In the course of time all the difficulties will be overcome, all the inconsistencies will be remedied, and all causes for criticism which have existed in the past will be removed. Each clerk can rest under the assurance that, when his record entitles him to promotion, favoritism or influence will not bar such promotion.

When a vacancy occurs in any class on any line in the service, the division superintendent certifies to the board of promotion (consisting of the General Superintendent, the Assistant General Superintendent and the Chief Clerk of the service) the full records of all the clerks in the next lower class on that line who are eligible for promotion. Any clerk who, within three years last past, has made a case examination record of 95 per cent or better on the distribution assigned him is eligible. A clerk's record shows his age, term of service, length of service both on line and in his present class, all examinations passed within three years, errors in distribution for one year, and general rating—covering habits, attendance, application, adaptability, health and physical condition, military record, if any, and whether the clerk has ever been injured in the service. All of these records are carefully scrutinized by the board of promotion, and the three clerks having the highest general records are certified to the Postmaster-General, who selects one of the three for promotion.

SECOND-CLASS MAIL—RELATIONS OF PUBLISHERS TO THE SERVICE.

The subject of the separation by publishers of their mail by States was fully discussed in my report of last year, but the subject is still of great interest to all concerned. To the publisher, because, by a simple classification of his mail by States, he secures for it a more speedy dispatch than it could obtain if unseparated, even by any increase of force and space in the post-office. This because it not only saves extra handling, which is more or less detrimental to the package itself, and adds somewhat to the risk of missending, but it equalizes the embarrassing irregularity occasioned by the enormous quantity of such mail arriving in large masses, making it impossible always to get it off promptly when unclassified.

Letters can be dispatched on time even when dropped into the post-office a moment before the closing for a mail dispatch, but this can not be said of newspaper mail as a rule; and yet, if a sack of newspapers is made up by the publisher for a city, or even for many States, it has the advantage of even a letter, for letters dropped in at the last moment must have the postage stamps canceled, must be cased up, tied out in packages, conveyed to pouches and placed in them, locked up and brought to the lobby of the post-office, ready to be loaded into mail wagons. In a large post-office this usually consumes about half an hour, and yet if a sack of papers is put up as described, it can reach the post-office half an hour after the letter close and make the same mail connection.

All this is familiar to postal officials and employees, but publishers can not be expected to know it unless it is explained to them. When

they are informed of the advantages, they are ready enough to acquiesce in the reasonableness and benefit to them of the primal separation by States and cities.

One important feature of this simple advance separation is especially valuable, viz, the combination of papers for all the subscribers in each town, in a sack, a bundle, or a package; which last is commonly known as a club package. The reason for the advantage of this will mainly appear from the explanation made regarding the direct sack (that is, a sack for a city), which showed that it could have more speedy dispatch than a letter.

In connection with the making up of mail by States, there is one matter which does not often receive by publishers the attention it deserves, and that is the labeling of every sack, whether "made-up" or "mixed." It is true that in every large post-office the clerks who receive second-class mail become so familiar with it as to know about how it is made up by the publisher, but occasionally there is an inexperienced clerk on duty, or one of many causes may arise to delay the handling of untagged matter. In short, it is businesslike to label a sack as well as to address a letter, and it affords one important means of avoiding mistakes and delays.

It would be impossible in the limit of this report to set forth all the benefits to publishers of the primal separations. Whatever difficulties may arise to bring this about are mostly due to the intermediate agencies, such as the printer, the addressing agency, and the mailing agency. Not that these intentionally interpose obstacles, but they do produce a divided responsibility, and the trouble will continue to a greater or less extent, unless publishers become accustomed to making their contracts include separations. The principal advantage of regulating this by statute, as proposed in the Loud bill, is to hasten this necessary consummation, and it would particularly have the effect of initiating new contracts which will secure the separations; whereas otherwise the old contracts with the mailing agencies will continue to run on, as they are, and thus delay the improvement, which is unquestionably needed.

Statement of second-class mail sent into certain offices during June, 1896.

Post-office.	Number of publications.	Total sacks mailed.	Per cent.	Sacks made up for dispatch.	Per cent of whole.	Sacks made up for "dis" tables.	Per cent of whole.	Mixed sacks.	Per cent of whole.
New York, N. Y.:									
General post-office.....	880	79,422	100	80,879	38.9	21,765	27.4	26,778	33.7
Branch H.....	177	15,954	100	8,872	55.6	3,915	24.6	3,107	19.8
General and Branch H combined.....	1,007	95,376	100	89,751	41.7	25,680	26.9	29,945	31.4
Chicago, Ill.....	433	57,776	100	89,481	68.3	10,342	17.9	7,953	13.8
St. Louis, Mo.....	212	26,359	100	16,176	61.3	1,507	5.7	8,676	33
Boston, Mass.....	378	20,145	100	8,240	40.9	2,311	11.5	9,594	47.6
Minneapolis, Minn.....	90	18,559	100	17,117	92.3	.....	.....	1,442	7.7
Philadelphia, Pa.....	368	16,013	100	4,930	30.8	6,511	40.9	4,532	28.3
San Francisco, Cal.....	46	10,205	100	7,734	75.8	.....	.....	2,471	24.2
Milwaukee, Wis.....	10	9,417	100	7,199	76.5	144	1.5	2,074	22
Cincinnati, Ohio.....	142	8,887	100	1,052	12.5	.....	.....	7,335	87.5
Kansas City, Mo.....	6	8,029	100	4,102	52.2	2,402	29.9	1,435	17.9
Washington, D. C.....	10	5,714	100	1,861	32.6	1,467	25.7	2,386	41.7
St. Paul, Minn.....	66	4,792	100	3,940	82.2	.....	.....	852	17.8
Cleveland, Ohio.....	98	4,348	100	238	7.8	401	9.2	3,609	83
Baltimore, Md.....	109	3,084	100	590	19.2	.....	.....	2,524	81.8
Indianapolis, Ind.....	73	2,173	100	583	26.8	920	42.4	670	30.8
Brooklyn, N. Y.....	25	1,212	100	78	6.4	52	4.3	1,082	89.3
Total.....	3,083	291,589	100	153,232	52.5	51,777	17.8	86,580	29.7

^a Including sacks made up for distribution table.

Statement of second-class matter received from publishers at post-offices named, from January 14 to February 17, 1897, both inclusive.

Post-office.	Number of publications.	Total sacks mailed.	Per cent.	Sacks made up for dispatch.	Per cent of whole.	Sacks made up for "dis" tables.	Per cent of whole.	Mixed sacks.	Per cent of whole.
New York, N. Y. :									
General post-office.....	922	96,007	100	83,648	35.1	35,344	36.8	27,020	28.1
Branch H.....	196	16,116	100	6,649	41.1	6,815	42.2	2,702	16.7
Total for New York.....	1,118	112,123	100	40,292	35.9	42,159	37.6	29,722	26.5
Chicago, Ill.....	625	72,441	100	86,108	49.9	23,336	32.2	12,907	17.9
St. Louis, Mo.....	204	26,336	100	16,201	61.5	4,523	17.2	5,612	21.8
Boston, Mass.....	379	17,992	100	5,585	31.1	2,729	15.1	9,678	53.8
Minneapolis, Minn.....	132	17,803	100	14,702	82.6			3,101	17.4
Philadelphia, Pa.....	369	20,786	100	9,578	46	5,587	27	5,621	27
San Francisco, Cal.....	229	14,286	100	9,739	68.2	1,321	9.2	3,226	22.6
Milwaukee, Wis.....	102	11,059	100	7,655	69.3	440	4	2,964	26.7
Cincinnati, Ohio.....	137	11,902	100	3,566	30.3	3,574	30	4,762	40
Kansas City, Mo.....	87	9,331	100	4,549	47.2	3,321	34.5	1,761	18.3
Washington, D. C.....	96	7,111	100	2,957	41.5	2,204	31.5	1,920	27
St. Paul, Minn.....	69	10,984	100	9,309	84.8			1,675	15.2
Cleveland, Ohio.....	96	4,456	100	505	11.4	2,251	50.5	1,700	38.1
Baltimore, Md.....	111	3,128	100	627	20.1	1,093	34.9	1,408	45
Indianapolis, Ind.....	123	2,874	100	653	22.8	1,099	38.2	1,122	39
Brooklyn, N. Y.....	69	1,160	100	184	15.8	220	18.8	763	65.4
Augusta, Me.....	21	19,544	100	7,708	39.5	2,272	12	9,564	48.5
Atlanta, Ga.....	64	6,878	100	5,091	74.1			1,787	25.9
Denver, Colo.....	99	5,623	100	2,918	51.9	269	4.8	2,436	43.3
Pittsburg, Pa.....	107	4,993	100	510	10.4	629	12.5	3,854	77.1
Springfield, Ohio.....	28	4,065	100	1,750	43	8		2,307	57
Detroit, Mich.....	95	4,039	100	1,593	39.5	4		2,442	60.5
Louisville, Ky.....	72	3,334	100	1,153	34.6	1,017	30.5	1,164	34.9
Elgin, Ill.....	19	3,264	100	3,144	96.3			120	3.7
Total.....	4,451	395,868	100	186,077	47	98,086	24.8	111,705	28.2

By a comparison of the above statements it will be seen that there is a slight increase in the percentage of unseparated mail in the cases of Chicago, Boston, Minneapolis, Milwaukee, Kansas City, and Indianapolis, and a considerable diminution of unseparated mail in all the other cities. The reasons for the improvement in some cities and the falling off in others are not yet fully understood, but the matter is receiving attention and thorough investigation.

One thing is certain, and that is that in some of the larger post-offices the early part of the calendar year makes the worst showing against publishers, because they are then renewing subscriptions which terminated with December 31. These come in as new subscribers, and it is often two or three months before they are fully classified again.

The average per cent of unseparated mail received in all the post-offices in the statement for June, 1896, is 29.7. For the same offices for January and February, 1897 (one month), it is 25.6 per cent, and for the whole 24 offices shown in that table it is 28.2 per cent of unseparated mail. But percentage, while it forms the most ready means of comparison, does not always give the best idea of progress effected. As for example, Philadelphia shows a gain of only 1.3 per cent, and yet it will be noticed that there is an improvement of 4,648 sacks of mail fully made up by publishers over the report for June, 1896 (eight months previous). This would make an increase of 581 sacks a month, or 6,972 additional sacks per annum, and a total relief altogether throughout the year of 114,936 sacks of mail.

So in New York, although the diminution in the amount of unseparated mail received from publishers during the eight months is only 4.9 per cent, and the number of sacks of fully made-up mail by publishers in January and February (one month) over June, 1896, was only 541, yet

the increase of partly made-up mail was 16,479, or a total increase of 17,020 sacks in the amount of mail sent into the New York post-office by publishers, additionally, during the eight months, in such a shape as to relieve that office, wholly or partially, from the distribution of it, notwithstanding the increase of 104,279 sacks received in the eight months (and such an expansion is likely to represent a large proportion of sample copies which publishers are very apt to rush out without separation).

Altogether the New York post-office, according to the January and February statement (one month), submitted as above, has been relieved entirely from the distribution of 40,292 sacks a month, or 483,504 a year, out of a total number per annum received from publishers of 1,346,076 sacks.

In regard to the increase of 16,479 partly made up sacks in eight months, it should be understood that a large portion consists of sacks of bundles tied in packages by States and cities, which can be handled and disposed of in the post-office almost as quickly as sacks for separate States.

This is a comparatively new feature which has been urged upon publishers, and gives an advantage to the smaller publications which had been previously confined in a great measure to the large publications whose quantity made it comparatively easy to make up sacks for individual States or cities.

The following brief statement will show the progress in New York City in reducing the percentage of mixed mail:

	Branch post-office H.	General post-office.	General post-office and Branch H com- bined.
	<i>Per cent.</i>	<i>Per cent.</i>	<i>Per cent.</i>
September, 1896	26	41	33
June, 1896	19.8	33.7	31.4
January and February, 1897 (1 month)	16.7	28.1	26.5

The above are quoted because they comprise the only general and systematic counts that have been taken. The work has been done by clerks especially detailed for the purpose, and is therefore thoroughly reliable.

It may assist to a better understanding of the situation to mention that while in New York, for example, the great dailies send in only from 6 to 10 per cent of the mixed mail, the general average is reduced by the news companies, who run up to 40 and 50 per cent of mixed.

This is not necessarily the fault of the companies, but is mainly due to the short time they have to handle their mail, the difficulty of combining it on account of the variety of publications of all sizes and shapes, and that much of it is sent to the post-office many times a day, and then in comparatively small quantities at a time, and for widely dispersed sections of the country, like the daily orders received by publishers for sample copies, missing numbers, etc., which orders are sent direct from the office of the publisher, from day to day, and not through the printers, binders, or mailing agencies.

One of the interesting deductions from the statement for January and February, 1897 (one month), is that the average weight of a sack of mail, taking all the twenty-four post-offices together, is 52.68 pounds.

The statutory provisions heretofore recommended are hereby again respectfully urged upon your attention, as follows:

That section 3883, Revised Statutes (section 306 of the Postal Laws and Regulations), be so amended as to require publishers to make such primary separations of their periodicals for mailing as the Postmaster-General may direct. It is also recommended that section 840 of the Postal Laws and Regulations be modified to read as follows:

Postmasters may extend to publishers and others the privilege of taking canvas sacks to their printing and mailing offices, to be there filled with printed matter for the mails, upon the following conditions:

(1) That matter of the second and third classes sent to post-offices must be made up, each State or route separate, where the quantity for any one State or Territory is in excess of fifty pieces, except where the mail is made up at publication or mailing offices by routes under the direction of the postmaster or the Superintendent of the Railway Mail Service, or where the matter is all for one post-office, for foreign countries, or for free county circulation.

(2) That each sack shall be labeled with a shipping tag or other proper label, which shall show the route, office, State, or Territory to which the matter contained therein is to be dispatched, the name of the publication if a regularly entered second-class publication, and the name and address of the printer or mailer if mailed by other than the publisher. Where the quantity of mail matter for any one State or Territory is less than fifty pieces, such matter may be placed in one or more sacks and labeled "Miscellaneous," the label or tag to conform to above description in other respects.

(3) Postmasters must keep an exact account with each publisher, printer, or mailer of the number of sacks taken from and returned to his post-office on every occasion. Besides the accounts kept in the post-office for that purpose, pass books should be used between the several printing and mailing offices and the post-office. No sacks should be delivered for any publisher, printer, or mailer except upon presentation of his pass book, in which he is to be debited with the number of sacks intrusted to him and credited with the number returned, and for the due care and return of all sacks intrusted to him each publisher, printer, or mailer shall be held responsible.

IMPROVEMENTS.

The feature of the Railway Mail Service considered under the head of "Improvements" presents a most gratifying condition as applicable to the fiscal year 1897. While it is a fact that the improvements for 1897 are not, in miles, affected as extensively as those for the preceding year, still the amount of new and improved service, both in full railway post-office cars and apartment cars, shows the earnest effort of the Department to apply improvements with the view to a general betterment of the whole service as far as may be possible. Many of the improvements made during the past year have been sadly needed for a long time, but in view of the general demand in past years, it has only been practicable to furnish new and improved service in those cases where the needs were imperative, thereby accumulating a long list of necessary betterments, attention to which was deferred until the year last past, when it became possible to provide those improvements which were necessary, but formerly not urgent. It will be noticed that in making the improvements described in this report the disposition has been of a more general character as to locality than has been found possible in previous years; yet notwithstanding the latter fact the betterments have been effected where they were most needed, and at the same time where the result would prove most advantageous generally. Considering all the difficulties attending the efforts of the Department to furnish the greatest possible betterment of the postal and apartment car service with an appropriation limited in amount to about the expense of the more urgent demands, I am pleased to say the result may be acknowledged as very satisfactory.

A comparison of the miles of service included under the head of

improvements during the past seven years, 1891 to 1897, inclusive, will show that the year 1897 is credited with a greater amount of new service than any of the years named, excepting 1896.

The last fiscal year shows a total of 22,218 miles of new and improved service.

The number of miles of new and improved service for the past seven years is as follows:

1891.....	13, 324	1895.....	14, 786
1892.....	19, 279	1896.....	26, 355
1893.....	16, 072	1897.....	22, 717
1894.....	8, 472		

The above table shows that the total increase in mileage of the present fiscal year exceeds that for any fiscal year mentioned, except the year 1896, by 2,938 miles, and is in excess of the general average improvement for the years 1891 to 1896, inclusive, by 5,836 miles.

The following are among the more important betterments that have been made during the fiscal year 1897:

1896.—November 4, Washington, D. C., and Charlotte, N. C., R. P. O.—The establishment of a daily line of 60-foot postal cars in lieu of a 40-foot line; also the establishment of a line of 50-foot postal cars to supersede a 40-foot line, and the establishment of an additional line of postal cars 40 feet in length, these improvements being provided to meet the demands for increased space and working facilities for the handling of the heavy mails to and from New York, N. Y., and New Orleans, La.

November 4, Charlotte, N. C., and Atlanta, Ga., R. P. O.—The establishment of an additional daily line of 40-foot postals. The latter became necessary to strengthen the New York, N. Y., and New Orleans, La., route between Charlotte, N. C., and Atlanta, Ga.

1897.—January 5, Cleveland, Ohio, and St. Louis, Mo., R. P. O.—The establishment of a daily line of 60-foot postal cars in lieu of a line of 40 feet in length. This is one of the most important railway post-office systems of the country, and on account of the natural growth of the mails dispatched via this line required increased space.

January 22, Albert Lea, Minn., and Burlington, Iowa, R. P. O.—The establishment of a second daily line of service on account of the former service having proven insufficient to properly handle the mails on this route.

January 22, St. Paul, Minn., and Minot, N. Dak., R. P. O.—The establishment of a daily line of 50-foot postals on this route between St. Paul, Minn., and Devils Lake, N. Dak. This is one of the important lines to and from St. Paul, Minn., and the extreme Northwest, and owing to the rapid development of the section traversed by this line an improved schedule provided by the railroad company has resulted in the movement and distribution of very heavy mails, demanding greater car space.

January 22, New Orleans, La., and Houston, Tex., R. P. O.—The establishment of a new daily line of 40-foot postal cars. This line constitutes a link in the continuous system of railway post-offices between New York, N. Y., and Mexico City, Mexico, and in order to properly handle and store the heavy mails dispatched therein, the additional car space was necessary.

February 9, Asheville, N. C., and Columbia, S. C., R. P. O.—The establishment of a second daily line of service in compliance with demands for better facilities.

February 18, Chicago, Ill., Fort Madison, Iowa, and Kansas City, Mo., R. P. O.—The establishment of an additional daily line of service between Fort Madison, Iowa, and Chicago, Ill. This is a rapidly grow-

ing route for the dispatch of mails to and from Chicago, Ill., and the Southwest, via Kansas City, Mo., demanding better facilities for the storage and distribution of the mails.

March 29, Pittsburg, Pa., and St. Louis, Mo., R. P. O.—The establishment of an additional daily line of 60-foot postal cars between the above points provided to meet the requirements of this important route for the transmission of mails to and from New York, N. Y., and St. Louis, Mo., via Pittsburg, Pa.

March 29, Pittsburg, Pa., and St. Louis, Mo., R. P. O.—The establishment of a daily line of postal cars 60-foot in length to supersede a line of 40-foot cars. The latter improvement, together with the item mentioned next above in connection with the service on the same route, was absolutely necessary to the proper and expeditious dispatch of the heavy mails being forwarded via this R. P. O., system.

April 8, Charlotte, N. C., and Jacksonville, Fla., R. P. O.—The establishment of a daily line of 40-foot postal cars. This is a new but very important route between the points named, and in connection with the Washington, D. C., and Charlotte, N. C., R. P. O., constitutes a particularly advantageous route between New York, N. Y., and Washington, D. C., and Jacksonville, Fla., for the transmission of very heavy mails in both directions.

April 15, Cedar Rapids, Iowa, and Sioux Falls, S. Dak., R. P. O.—The establishment of an additional daily line of service via this route between Cedar Rapids and Estherville, Iowa, to provide needed betterment.

April 19, Detroit, Mich., and Cincinnati, Ohio, R. P. O.—The establishment of a daily line of postal cars 55 feet in length to supersede a line of 50-foot cars. This is one of the most important mail routes between the Great Lake regions and Cincinnati, Ohio, and the quantity of mail carried had entirely outgrown the capacity and facilities furnished by the smaller cars.

April 23, St. Paul, Minn., and Minot, N. Dak., R. P. O.—The establishment of an additional daily line of service by this route between Crookston, Minn., and Churchs Ferry, N. Dak.

April 28, Spokane and Walla Walla, Wash., R. P. O.—In order to secure a better service via this line the railway post-office was extended to Portland, Oreg., thereby providing an additional system of railway post-office between Spokane, Wash., and Portland, Oreg.

May 18, Chicago, Savanna, Ill., and Cedar Rapids, Iowa, R. P. O.—The establishment of an additional daily line of 40-foot postal cars. This being one of the important lines of service between Chicago, Ill., and the West, via Omaha, Nebr., the enlarged equipment became necessary to provide space and facilities for the storage and distribution of the increased mails forwarded via this route.

May 21, Cleveland, Hudson and Columbus, Ohio, R. P. O.—Improved by an additional daily line of service made necessary by the demand for improved local service.

May 28, Chicago and East St. Louis, Ill., R. P. O.—The establishment of an additional daily line of 40-foot postal cars. The Chicago and St. Louis R. P. O. is a very important route, and the additional line of cars above mentioned should have been provided earlier for the best interests of the service between the points named, but it was not possible for the Department to meet the demand sooner.

May 29, Groveton Junction (n. o.), N. H., and Boston, Mass., R. P. O.—The establishment of a daily line of 40-foot postal cars over this route between Meredith, N. H., and Boston, Mass. This was necessary in order to furnish sufficient space for the heavy local mails between the points named.

June 17, Boston, Mass., and Portland, Me., R. P. O.—The establishment of a daily line of 40-foot postal cars, additional, to meet the demand for increased space and facilities for the handling of the mails between these two important New England points.

June 26, Charlotte, N. O., and Jacksonville, Fla., R. P. O.—The establishment of a second daily line of service via this route on account of the rapidly increasing mails between the above-named offices.

June 26, Atlanta, Ga., and New Orleans, La., R. P. O.—The establishment of two daily lines of 60-foot postal cars to supersede two lines of 40-foot cars. The thousand miles of improved service involved in this addition of postal-car space was made necessary by the increased quantity of mail forwarded via this route to and from New York, N. Y., and New Orleans, La.

July 9, Memphis, Tenn., and Birmingham, Ala., R. P. O.—The establishment of an additional daily line of service via this route between Memphis, Tenn., and Birmingham, Ala.

July 9, Port Huron, Mich., and Chicago, Ill., R. P. O.—The establishment of an additional daily line of service between the above-named cities to provide necessary facilities for the transportation and distribution of the heavy mails to and from Chicago, Ill., and Canada via this route.

July 9, Cleveland and Youngstown, Ohio, and Pittsburg, Pa., R. P. O.—The establishment of a daily line of 40-foot postal cars, the apartment cars formerly used on this line having become entirely inadequate in space and office facilities for the handling and storage of the heavy mails dispatched via this route to and from Pittsburg, Pa., and Cleveland, Ohio.

July 15, Pittsburg, Pa., and Chicago, Ill., R. P. O.—The establishment of two daily lines of 60-foot postal cars to supersede one line of 40-foot cars, and one line of 50-foot cars. The railway post-office between Pittsburg, Pa., and Chicago, Ill., is a most important one, and the growth of the mails forwarded therein is both gradual and permanent, and hence the increased space above described was the result of natural conditions.

July 19, Boston, Mass., and Nashua and Keene, N. H., R. P. O.—The addition of a new line of service, thereby making this R. P. O. a double daily line.

July 19, Chicago, Ill., and Cedar Rapids, Iowa, R. P. O.—The establishment of two half lines of 40-foot postal cars. This was done to properly provide for the west-bound service on this line. As there was no necessity for additional service, east-bound arrangements were made for two half lines of cars.

July 19, Cincinnati, Ohio, and Nashville, Tenn., R. P. O.—The establishment of a daily line of postal cars 60 feet in length to supersede a line of 50-foot cars. This route being a part of the principal railway post-office system between Cincinnati, Ohio, and New Orleans, La., the natural increase in the volume of mail transported between the above-named cities demanded more space for the storage and distribution of the same.

July 20, San Francisco and Los Angeles, Cal., R. P. O.—The establishment of a daily line of postal cars 40 feet in length. This route is a very important Pacific Coast line, and also constitutes a section of the railway post office system between San Francisco, Cal., and El Paso, Tex., and Kansas City and St. Louis, Mo., which by reason of a fast railroad schedule is rapidly developing one of the chief railway post-office trunk lines for the speedy transmission of the mails.

July 23, Atlanta, Ga., and New Orleans, La., R. P. O.—The establishment of an additional line of service north-bound between New Orleans, La., and Montgomery, Ala., and also an additional line south-bound between Mobile, Ala., and New Orleans, La. The greater portion of the mails from New York, N. Y., and the East for the Gulf section of the country, which is dispatched via Washington, D. C., and also the heavy mails from Cincinnati, Ohio, for the same destination, are forwarded from Atlanta, Ga., and Montgomery, Ala., respectively, via the Atlanta, Ga., and New Orleans, La., R. P. O., and hence it was found absolutely necessary to provide greater space and distribution facilities to handle expeditiously the gradually increasing mails, forwarded via this route, between Atlanta, Ga., Montgomery, Ala., and New Orleans, La.

July 26, Chicago, Ill., Abbottsford, Wis., and Minneapolis, Minn., R. P. O.—The establishment of an additional daily line of service by this route between Minneapolis, Minn., and Neenah, Wis., in order to meet the requirements for better facilities, etc.

July 31, Cheyenne, Wyo., and Denver, Colo., R. P. O.—The establishment of an additional daily line of service.

August 3, Cleveland, Ohio, and St. Louis, Mo., R. P. O.—The establishment of a daily line of 60-foot postal cars, to supersede a line of 40 feet in length, between Cleveland, Ohio, and Granite, Ill., made necessary on account of the heavy mails transported via this route to and from New York, N. Y., and New England and St. Louis, Mo., and the southwest.

August 3, St. Louis and Kansas City, Mo., R. P. O.—The establishment of a daily line of postal cars 50 feet in length, to supersede a line of 40-foot cars. The St. Louis and Kansas City R. P. O. is a part of the through fast-mail system to and from New York and the East via Pittsburg, Pa., and St. Louis, Mo., and the southwest section of the country, and naturally demands the best possible postal equipment as to number and size of cars, in order to provide the nearest approach to perfect facilities for the handling and distribution of the large and important mails conveyed therein.

August 17, Pittsburg, Pa., and St. Louis, Mo., R. P. O.—The establishment of a daily line of postal cars 60 feet in length in lieu of a line of 50-foot cars. This is also a part of the railway post-office system mentioned in the item next above, and from time to time requires increased space to meet the demand consequent upon the constantly growing quantities of mails handled therein.

August 23, Ishpeming, Mich., and Chicago, Ill., R. P. O.—The establishment of a daily line of 50-foot postal cars. This is a very important route for the transmission and distribution of a large and rapidly increasing mail to and from Chicago, Ill., and the northeast section of the State of Wisconsin, and it is proper to say here that the improvement described in this item should have been provided considerably before the date mentioned if the means at the disposal of the Department would have permitted the expenditure.

August 31, Chicago, Ill., and Minneapolis, Minn., R. P. O.—The establishment of a daily line of 60-foot postals, to supersede a line of 50-foot cars. The Chicago and Minneapolis R. P. O. is the heaviest railway post-office route between the points mentioned, and also the eastern division of the through railway post-office system between Chicago, Ill., and the extreme northwest section of the country, which, by reason of the rapidly growing mails dispatched via this route, makes frequent demands for improved equipment to properly accommodate and care for the same.

September 2, Peoria, Ill., and Des Moines, Iowa, R. P. O.—This is a new railway post-office route provided to meet the requirements of the service between the points named.

September 4, Cairo, Ill., and New Orleans, La., R. P. O.—The establishment of a daily line of 50-foot postal cars to supersede a line of 40-foot cars previously in use on this line. The Cairo and New Orleans R. P. O. is the southern division of the through railway post-office line between Chicago, Ill., and New Orleans, La., and to furnish necessary space and distribution facilities for the heavy and important mails between these two large commercial centers cars of increased dimensions had to be provided.

New and improved railway post office and apartment-car service, October 23 to December 31, 1896.

	Miles.
New railway post-office car service	650. 28
Improved railway post-office car service	764. 08
New apartment-car service	825. 60
Improved apartment-car service	1, 078. 66
Total	3, 318. 62

1897.

New railway post-office car service	3, 394. 26
Improved railway post-office car service	7, 078. 02
New apartment-car service	4, 420. 51
Improved apartment-car service	4, 006. 53
Total	18, 899. 32
Grand total	22, 217. 94

CITY DISTRIBUTORS.

There are still a number of clerks detailed from post-offices running on a number of our lines and engaged in the distribution of mail for city delivery by carrier routes, stations, etc. Inasmuch as the bulk of this work is being performed by postal clerks, and has been taken up as a part of the regular Railway Mail Service, it seems desirable that the clerks now detailed from post-offices be transferred to the postal clerks' roll or returned to their respective offices, and the work now performed by them assumed by our regular force with such increase as may be found absolutely necessary. This will place all the clerical force engaged in the cars under the supervision of one office and prevent any questions from arising as to jurisdiction of authority. The number of clerks detailed from post-offices, as above indicated, is 60. To take these men upon our rolls will involve our appropriation for clerk hire to the extent, I presume, of about \$30,000, but I think we can assume the work without changing our estimates, provided the postal clerks now doing service on street car lines are relieved, as suggested elsewhere in this report.

There seems to be a disposition on the part of some postmasters to urge the distribution on the cars of mails for their respective offices to an unreasonable and unnecessary extent. It is more economical to distribute mails in a post-office than in a postal car, and whenever it can be handled in the post-office without delay in delivery, it should be done. The original idea of distributing city mail on the cars only contemplated that that should be done for the largest offices, where the amount of time consumed in preparing the mail for the carriers, after its arrival at the office, was so great as to cause it to miss one or more rounds of the carriers. If, therefore, the suggestion that all of the city

distribution on the cars be assumed by this office, I trust the decision as to when and where this class of work shall be undertaken shall also rest in the discretion of this office as being the best able to determine whether the facilities and force available will admit of a compliance with any requests for such distribution and whether the advantage to be gained in delivery will justify such action.

ELECTRIC AND CABLE LINES.

The distribution of mails on electric and cable lines in cities has been continued and extended during the past year with considerable success. It is a question in my mind, however, whether this class of service can ever be made to accomplish what was hoped when the system was first inaugurated. The runs are as a rule too short to admit of the distribution of any great quantity of mail either way. It was hoped that on outward trips from the main office or depots we would be able to distribute the mail for carriers so that upon arrival at the several branch offices the mail would be arranged in such shape that the carriers might start immediately upon their runs, and that on inward trips the mail taken from branches or collectors might be distributed and pouched to outgoing trains, and thus avoid delay in the main office. We do indeed accomplish a great deal in that direction, but lack of time, as already referred to, and lack of facilities on account of the limited space obtainable, has prevented us from accomplishing all we wished to do. I am still of the opinion, however, that the service is worth all it costs, and that it would be a step backward to abandon it. By arranging matters so that collectors can connect with the postal cars on street-car lines, considerable time can be saved by having the mail properly sorted up, canceled, and distributed in part before arrival at the main office or railroad station. More to this end could be accomplished, probably, if what might be strictly called the city service were placed in charge of the postmaster or superintendent of mails in the post-office than if retained, as at present, under the jurisdiction of the Railway Mail Service. It is all performed within the territory covered by the delivery of the post-office, and does a class of work for the proper performance of which the people have always been accustomed to look to the postmaster. It is so closely in touch with the collection and carrier service, and its successful operation depends so much upon its relations with these branches, that in my judgment it could accomplish the greatest good if placed under the same control.

There are, of course, a number of electric lines throughout the country which perform the same service practically as a regular railroad line, running, as they do, beyond the limits of any one city, and supplying a number of independent offices. Such service should, of course, be controlled by the Railway Mail Service, but the lines running entirely within the limits of a city can be handled more harmoniously and satisfactorily, I think, through the local office.

If this change is made, these cars should, of course, be manned by clerks from the post-offices and not by railway postal clerks, as is the case to a great extent at present; and such clerks should be taken up on the post-office rolls, as an offset for the post-office clerks on railroad lines working city mails, who can be taken up on the Railway Mail Service rolls, as suggested in a preceding section of this report.

I merely suggest these changes for your consideration. If, in your judgment, this service should still be controlled from this office, I assure you it will be my constant effort to promote its efficiency and extend its usefulness.

ADDRESSING MAIL MATTER.

I can not refrain from again calling attention to the necessity for greater care on the part of the public generally, and particularly the business public, in addressing mail matter. It is solely in their interest that these suggestions are made. The Post-Office Department can effect the delivery of mail matter in the course of time if the mail is simply addressed to the proper person at the proper office, but people as a rule are not content to wait the slow course of delivery to their mail which such a course would entail. They want their letters as soon as they can possibly be delivered, and the Department is doing everything in its power to accomplish that end. It advises the public just how matter should be addressed to bring about the speediest delivery, and if its advice is not followed the responsibility for such incidental delay as may be caused by our clerks having to look up the information necessary to effect correct delivery will rest with the writer and not with the Department. In last year's report I dwelt upon this subject at considerable length, and printed two circulars, one issued to the public by the superintendent of Railway Mail Service at Chicago, Ill., and the other by the postmaster of that city. These circulars cover the subject so well that I repeat them here, and would suggest that copies of one or both of these circulars be sent to the postmaster at each of the principal cities throughout the country, with instructions to have the same printed and distributed by carriers to the patrons of their respective offices. The beneficial effect of this course at Chicago justifies its trial in every other large city.

The circulars read as follows:

To the public:

The distribution of letter mail to stations and carriers of the Chicago post-office will hereafter be performed, as far as possible, in the railway post-office cars.

To enable postal clerks to do this work it is imperatively necessary that all letters for persons residing within the district tributary to the Chicago post-office should be addressed not only to street and number, but also to the carrier route, if within the limit of the main office, and to station where the party addressed is served by carrier from a station of the Chicago post-office. For example:

Rowell, Hitt, & Co.,
141 Clark St.,
Chicago, Ill.

Carrier 65.

Mrs. J. Russell Brown,
151 W. Sixty-third street,
Chicago, Ill.

Station O.

Loomis Bread Co.,
891 W. Madison street,
Chicago, Ill.

Station D.

Wood, Coal & Co.,
1402 Wabash avenue,
Chicago, Ill.

Carrier 230.

The public is earnestly requested to cooperate with the Railway Mail Service in securing the prompt delivery of matter on arrival at Chicago by making the address of letters full and complete, as above indicated.

Letters should not be addressed to street corners, as the four corners may be served by four different carriers, and postal clerks can not determine which of the four would be the proper one to make the delivery.

Carrier numbers and letters of stations can readily be obtained from your correspondents in the city.

All letters not addressed to street and number are sent to the main office at Chicago for distribution, and this necessarily results in delay in delivery.

This circular was issued on the 15th of July, 1895, and on the 1st of July of the same year the postmaster at Chicago issued a notice to the business public which read as follows:

To expedite the business of the post-office all incoming mail, with unimportant exceptions, will hereafter be distributed on the railway post-offices by clerks of the Railway Mail Service. Distribution of mail on the railway post-offices directly to carriers enables this office to promptly deliver all incoming mail. This end, however, can only be attained by the hearty cooperation of the business public. If mail is not addressed to street and number it can not be distributed to carriers by the railway postal clerks. Hence, as a natural consequence, distribution to carriers is delayed, and the work left undone until the mail reaches the Chicago post-office. Loss of time occasioned by neglect to use street and number usually makes a difference of one delivery at least in placing the mail in the hands of the letter carriers. Business men are interested in securing the immediate delivery of mail on its arrival in the city, and their interests suffer materially by the nonobservance of the rule which enjoins the addition of street and number to an address. Merchants distribute thousands of addressed envelopes yearly for the use of out-of-town customers. Very often such envelopes contain stamps, so desirous are the senders to promote business. Such expense is incurred because it is thought to be a good investment. Many of these envelopes bear addresses like the following: "Chas. Smith & Co., Chicago, Ill."

As a means of expediting the distribution of mail on the railway post-offices such an address is of comparatively little value. The postal clerk at Minneapolis, Indianapolis, or Omaha handling such a letter probably never heard of Smith & Co. Even if its reputation as a leading house had reached the postal clerks they would have no idea what part of Chicago its business was located in. Postal clerks do not learn distribution to firms by name. They learn it by street and number only. It is impossible for a clerk to memorize the street number address of every business house and professional man in Chicago. Neither can he carry in his head the names of the large buildings in Chicago. He must have street and number on each envelope if his work is to have any good results and a saving of time is to be effected. Therefore, when a letter addressed to "Chas. Smith & Co., Chicago, Ill.," is picked up by a postal clerk it is thrown to the pouch labeled "Chicago" to await local distribution in this office. On the other hand, take the letter properly addressed, thus "Chas. Smith & Co., 104 Dearborn street, Chicago, Ill." The postal clerk probably does not know where Dearborn street is, and may never have been in Chicago in his life, but he knows his "scheme," and throws the letter thus addressed to carrier's district No. 36, section 1, post-office. The letter goes at once to carrier 36 when it arrives in Chicago, and is delivered without delay. The other letter addressed merely "Chicago" comes in the general mail and takes its turn for distribution, remaining in the office an hour or more after the properly addressed letter has been placed in the hands of the person for whom it was intended.

The delivery of mail fits into the arrival of incoming mail. The mail distributed on the road goes out at once by carrier. The mail merely separated on the road is held for distribution, and has to await the next trip of the carrier before it can be delivered.

These facts ought to convince business men of the absolute necessity in insisting upon the use of street and number as part of the address on mail of every sort and character. Envelopes printed in any other way are practically of no value, and do not expedite the delivery of mail in the least. It results, too, in giving the outside public the impression that the mere use of the word "Chicago" is sufficient, an error responsible for most of the confusion and delay to the delivery of mail.

It is estimated that more than 50 per cent of the business mail for Chicago is addressed without street and number. Under the old system, by the employment of special clerks who were compelled to memorize thousands of addresses a great deal of the unaddressed mail was given partial train distribution. The volume of business, together with the change in the service, render the continuance of this practice impossible. The new service, by reason of its wider ramifications, will give the business world greatly increased facilities in the delivery of mail from out-of-town points if the business world will only cooperate to the extent of addressing its mail properly. Where mail is not addressed by street and number, this office will not undertake to deliver it as promptly as that which is properly addressed.

ASSISTANT SUPERINTENDENTS.

Following the recommendation of last year for the appointment of a number of additional superintendents in lieu of the creation of three additional divisions as contemplated at that time, eleven of such officers have been appointed and detailed to the inspection of star service in

the several railway mail service divisions, working under the supervision of the superintendents of the several divisions to which they are assigned. Sufficient time has not yet elapsed to judge of the value of such an inspection, but I have no doubt that satisfactory results will follow and fully justify the action taken.

ESTIMATES AND EXPENDITURES.

RAILWAY POST-OFFICE CLERKS.

The amount appropriated for salaries for the fiscal year ended June 30, 1897, was \$7,739,000. The amount expended was \$7,729,838.39, leaving an unexpended balance of \$9,161.61.

The annual rate of expenditures for salaries, inclusive of the amount set apart for expenses of chief clerks while traveling on the business of the Department, was, on July 1, 1897, \$7,790,547, and the appropriation for the fiscal year ending June 30, 1898, is \$8,100,000, leaving a margin of \$309,453 for the extension of service, additional help on lines where the mails are increasing in quantity, promotion of clerks who are entitled to advancement under the law, and for such additional force of postal clerks as may be needed in the extension of the system of preparing mails in transit for immediate city delivery.

The following is a statement of the expenditures and per cent of increase, by quarters, for the period from October 1, 1895, to June 30, 1897:

Quarter ended—	Expenditures.	Amounts of increase.	Increase, per cent.
December 31, 1895.....	\$1,844,243.35	\$28,657.41	1.56
March 31, 1896.....	1,899,519.20	25,275.85	1.37
June 30, 1896.....	1,891,299.43	21,780.23	1.18
September 30, 1896.....	1,911,817.24	17,517.81	1.09
December 31, 1896.....	1,934,680.19	22,862.95	1.20
March 31, 1897.....	1,938,874.48	4,194.29	.22
June 30, 1897.....	1,947,346.10	9,471.62	.49
Average.....			1.02

A glance at this table will show that the per cent of increase for the last two quarters was far below the average. This is accounted for by the fact that the appropriation for the last fiscal year was too small to meet all the ordinary requirements of the service. Consequently, in order to avoid creating a deficiency, we were obliged to hold up many cases, that should have received attention, until the appropriation for the present fiscal year became available. These two quarters do not correctly represent the natural and normal growth of the service. I have deemed it advisable, therefore, to use the same per cent of increase that was used last year, viz, 1.30, as better indicating the actual necessary increase of expenditure for each quarter of the current year, and the safest and most accurate figures upon which to base the estimate for the fiscal year ending June 30, 1899. Upon this basis, taking the annual cost of the service July 1, 1897, as a starting point, we estimate the cost of the service by quarters during the current year to be as follows:

Estimate for quarter ending—

September 30, 1897.....	\$1,972,661.60
December 31, 1897.....	1,938,306.20
March 31, 1898.....	2,024,284.18
June 30, 1898.....	2,050,599.87

Total..... 8,045,851.85

Assuming that the expenditure for the quarter ending June 30, 1898, will be \$2,050,599.87, and applying the estimated quarterly increase of 1.30 per cent as before, we have the following as the probable cost for the fiscal year ending June 30, 1899:

Estimate for quarter ending—

September 30, 1898	\$2, 076, 257. 67
December 31, 1898	2, 103, 249. 02
March 31, 1899	2, 130, 069. 26
June 30, 1899	2, 157, 750. 03

Estimated expenditure for the fiscal year 1898-99 8, 467, 315. 98

I have the honor, therefore, to recommend that the sum of \$8,467,000 be appropriated for salaries of railway postal clerks for the fiscal year ending June 30, 1899.

ESTIMATE FOR RAILWAY POST-OFFICE CARS.

The amount appropriated for railway post-office car service for the fiscal year ended June 30, 1897, was \$3,400,000; amount expended, exclusive of the amount accrued to Pacific roads and branches, was \$3,360,869.82, as reported by the Auditor, leaving an unexpended balance of \$39,130.18.

By adding to the above expenditure of \$3,360,869.82 the amount accrued to Pacific roads (which is not paid to the appropriation), namely, \$263,059.80, we find the total cost for railway post-office car service for the year to have been \$3,623,929.62. The appropriation for the fiscal year ending June 30, 1898 (exclusive of subsidized lines), is \$3,600,000.

Appended hereto is a table showing the growth of the railway post-office car service during the period from July 1, 1888, to June 30, 1897:

Fiscal year ended June 30—	Amount of appropriation.	Expenditures.			Gross amount accrued to Pacific roads.
		Amount.	Increase.		
			Amount.	Per cent.	
1888.....	\$1,934,560	\$1,822,964.37	\$109,572.45	6.38	\$128,237.62
1889.....	2,053,643	1,991,066.61	163,102.24	9.22	141,646.50
1890.....	2,260,000	2,207,151.01	216,064.40	10.81	241,405.75
1891.....	2,510,000	2,450,819.13	243,668.12	11.40	236,237.06
1892.....	2,731,000	2,595,002.76	144,183.63	5.88	257,816.95
1893.....	2,809,750	2,795,589.40	300,586.64	7.73	252,017.24
1894.....	2,941,000	2,921,957.18	126,367.78	4.38	272,000.34
1895.....	3,000,000	2,958,557.91	36,600.78	1.23	259,084.84
1896.....	3,205,000	3,134,992.72	176,434.81	5.91	251,406.96
1897.....	3,400,000	3,360,869.82	225,877.10	7.20	263,059.80

The annual rate of cost for railway post-office car lines, exclusive of the amount to be credited to subsidized Pacific roads, on June 30, 1897, was \$3,434,205.06. Including lines authorized previous to the close of the fiscal year, and which have not been put into operation prior to July 1, 1897, additional lines aggregating \$186,138 have been authorized up to this date, October 1, 1897. For the current fiscal year new lines and the extension of old ones involving an outlay of \$323,101 per annum have been recommended by division superintendents. Action in a large number of these cases has been deferred from year to year for the reason that the appropriations have not been sufficient to admit of their being taken care of; consequently only those most pressing at the time were considered. With the increase in the volume of the mail handled naturally comes a demand for additional space, and the longer

action is deferred the more urgent becomes the demand, until something must be done or the service suffers.

Such is the situation with regard to most of the cases now pending, and after the most careful consideration I find that I can not consistently reduce the estimates of the division superintendents, which amount to \$323,101, below \$250,263. Adding this sum and the estimated cost of cars already authorized, \$186,138, to the annual rate on July 1, 1897, gives the amount considered necessary for the next fiscal year, namely, \$3,870,606.06.

I would therefore respectfully recommend that the sum of \$3,870,000 be appropriated for railway post-office car service (exclusive of lines on subsidized Pacific roads) for the fiscal year ending June 30, 1899.

CONCLUSION.

To you, sir, and to the honorable Postmaster-General, I beg to tender my congratulations that the year just past has been so free from those annoying and vexatious questions which are so apt to arise at any time in a service of such magnitude; and to the officers and employees of the service I beg to tender my sincere thanks for the care and efficiency with which they have performed all of the duties allotted to them, and which enabled this office to make so satisfactory a report concerning the affairs of the service during the past year.

Very respectfully,

JAMES E. WHITE,
General Superintendent.

HON. W. S. SHALLENBERGER,
Second Assistant Postmaster-General.

CASUALTIES, FISCAL YEAR ENDED JUNE 30, 1897.

1896—July 1.—Leavenworth and Miltonvale R. P. O., train 92, was wrecked 3½ miles east of Wharton, Kans., at 10.45 a. m., on account of bridge giving away. No mail lost or damaged and clerk not injured. Delayed twenty hours.

July 1.—Caldwell and Fort Worth R. P. O., train 2, was wrecked at Ryan, Ind. T., by striking a stock car which was placed too near the main track on a siding. One end of the mail car was badly crushed, and water cooler destroyed. No mail lost, but a part of the paper mail was damaged by being wet by water from the cooler. Delayed two hours and twenty minutes.

July 2.—Bastrop and Natchez R. P. O., train 1, was wrecked near Vidalia, La., at 6.50 a. m. The mail car left the track and was badly damaged. No mail lost or damaged and clerk not hurt. Delayed two hours.

July 2.—Conroe and Navasota R. P. O., train 35, was derailed near Navasota, Tex., at 5.05 p. m. No damage to mail or mail car. Clerk uninjured. Delayed one hour and ten minutes.

July 4.—Des Moines and Kansas City R. P. O., train 4, struck a horse near Atlanta, Mo. No mail lost or damaged and clerk not injured. Delayed forty minutes.

July 6.—Oyster Bay and Long Island City R. P. O., train 26, ran into a sand bank, due to a washout, at Laurel Hill Station, N. Y., at 1.10 p. m. No damage to mail, car, or clerk. Delayed one hour.

July 6.—Bristol and Gilly R. P. O., train 4, was derailed and wrecked at Wild Cat Depot, Va. The mail car was slightly damaged. No mail lost or destroyed and clerk not injured. Delayed two hours.

July 7.—Louisville and St. Louis R. P. O., train 1, was derailed on bridge near Mount Carmel, Ill., at 1.30 p. m. The rear trucks of the mail and express car were torn off, but the mail was not damaged and clerk not injured. Delayed six hours.

July 7.—Way Cross and Montgomery R. P. O., train 58, ran into a washout 3 miles east of Ariosto, Ala., at 11.25 p. m. The mail car was badly damaged. No mail lost or damaged. Clerk M. E. Blackburn was slightly injured. Delayed fourteen hours.

July 7.—El Paso and Los Angeles R. P. O., train 20, was derailed at Lordsburg.

N. Mex., at 12.45 p. m., by running into an open switch. No damage to mail or car, and clerk not injured. Delayed forty-five minutes.

July 8.—Boone and Des Moines R. P. O., train 4, was derailed at Granger, Iowa, at 8.46 a. m. No damage to mails, and clerk not injured. Delayed two hours and eight minutes.

July 9.—Atlanta and New Orleans R. P. O., train 34, was wrecked near Fairburn, Ga. No damage to mail, clerk, or car. Delayed three hours.

July 11.—Chicago, Elroy and St. Paul R. P. O., train 503, was derailed at Des Plaines, Ill., at 10.47 p. m. No damage to mails, clerks, or car. Delayed one hour and forty-eight minutes.

July 12.—Chicago and West Liberty R. P. O., train 19, was derailed at Thirty-eighth street, Chicago, Ill., at 4.30 p. m. Clerks not injured and mails not damaged. Delayed one hour and thirty-five minutes.

July 13.—Kansas City and Colorado Springs R. P. O., train 5, was derailed at Limon Station, Colo., at 4.35 a. m. No mails lost or damaged, and clerk not injured. Delayed seven hours and fifteen minutes.

July 13.—Texarkana and Whitesboro R. P. O., train 31, was wrecked in the yards at Whitesboro, Tex., by running through a switch. No damage to mail or mail car, and clerk not injured. Delayed twenty-five minutes.

July 13.—Denison and Smithville R. P. O., train 3, was wrecked near Echo, Tex. (n. o.), by trucks of tender jumping the track. Some few letters were damaged by oil from one of the lamps. Clerk not injured.

July 14.—Chicago and Cairo R. P. O., train 2, was derailed at Mattison, Ill., at 11.55 p. m. No damage to mails or clerks. Delayed three hours and twenty-five minutes.

July 18.—Palestine and Galveston R. P. O., trains 5 and 6, collided in the yards at Palestine, Tex., caused by a misplaced switch. No damage to mails or mail cars, and clerks not injured. Train 5 was delayed one hour and forty minutes, and the transfer from No. 6 to the Texarkana and Laredo was delayed one hour and ten minutes.

July 20.—Denver and Fort Worth R. P. O., train 2, was wrecked near Elizabeth, Colo., at 3.32 p. m., caused by rear trucks of tender jumping the track while the train was going around a curve. No mail lost or damaged, and clerk not injured. Delayed three hours and twenty minutes.

July 20.—Fort Worth and Brownwood R. P. O., train 2, was derailed near Proctor, Tex., caused by someone placing a piece of iron on the track. No damage to mail or mail car, and clerk not injured. Delayed seven hours.

July 20.—Kansas City and Siloam Springs R. P. O., train 1, was wrecked between Lisle and Westline, Mo., caused by front truck of engine tender jumping the track. No mail lost or damaged, and clerk not injured. Delayed forty minutes.

July 20.—Litchfield and Kampsville R. P. O., train 3, was derailed 3 miles west of Carrollton, Ill., at 2.10 p. m. No damage to mails or injury to clerk. Delayed two hours.

July 21.—Carbondale and Cape Girardeau R. P. O., train 2, was wrecked 1 mile south of Mobile and Ohio crossing, near Murphysboro, Ill., at 8 a. m., by going through a high trestle. Mail apartment was badly damaged, but no mail lost or damaged. Clerk Chas. E. Hamilton was slightly injured. Delayed one hour and thirty-five minutes.

July 22.—Kansas City, Salina and Pueblo R. P. O., train 8, was wrecked about 5 miles west of Leoti, Kans., at 12.40 a. m., caused by a washout. No mail lost or damaged, and clerk not injured. The mail car was badly wrecked and the mail transferred to another car. Delayed fifteen hours.

July 22.—Chicago and Evansville R. P. O., train 1, was derailed at Princeton, Ind., at 6.15 p. m., caused by defective switch. Clerk not injured, and mails not damaged. Delayed one hour and thirty-five minutes.

July 25.—Memphis and Little Rock R. P. O. train 3, was wrecked near Little Rock, Ark., by running over a mule. The clerk was considerably bruised, but not disabled. No mail lost or damaged, but the mail car was badly demolished. Delayed five hours and fifteen minutes.

July 27.—New Orleans and Houston R. P. O., train 20, was wrecked at Broussard, La., by the spreading of the rails. No damage to mail or mail car, and clerks not hurt. Delayed one hour and forty-five minutes.

July 27.—Bayou Sara and Baton Rouge R. P. O. Mail steamer *Cleon* struck a snag 5 miles south of Baton Rouge, La., and sunk to the guards. No mail lost or damaged. Mail transferred to a tugboat and delivery made with a delay of three hours.

July 28.—Dwight and Peoria R. P. O., train 9, was derailed 1 mile south of Cazenovia, Ill., at 6.52 a. m. Clerk not injured and mails not damaged. Delayed two hours.

July 30.—Memphis and Little Rock R. P. O., train 3. The mail car while standing in the yards at Memphis, Tenn., was run into by a train of cars attached to a switch engine and clerk Charles W. Preston, who was at work in the car, was slightly hurt. No mail lost or damaged.

August 1.—Coffeyville and Little Rock R. P. O., train 233, was wrecked near Martha,

Ark., caused by running over a steer. No damage to mail or mail car and clerk not injured. Delayed one hour and twenty-five minutes.

August 1.—East Radford and Kenova R. P. O., train 4, was wrecked at 6.45 a. m., near Bluestone Junction, W. Va. The mail apartment was slightly damaged. No mail lost or damaged and clerk not injured. Delayed three hours.

August 1.—Norton and Corbin R. P. O., train 1, was wrecked 1 mile south of Grays, Ky., at 11.50 p. m., caused by running into a tree that had been blown across the track. No mail lost or damaged and clerk not injured. Apartment car slightly damaged. Delayed six hours.

August 1.—Gilman and Springfield R. P. O., train 501, collided with an express train 8 miles east of Clinton, Ill., at 8.20 a. m., caused by mistaken orders. Clerk W. D. Baker was fatally injured, dying at 5 p. m. same day. The mail car was completely demolished and considerable mail was badly damaged by water from boiler of engine.

August 3.—South Bound and Streator R. P. O., train 2, was wrecked at Wheatfield, Ind., at 9.50 a. m., caused by broken axle on engine. No mail lost or damaged and clerk not injured. Delayed one hour and twenty minutes.

August 5.—Monett and Paris R. P. O., train 1, was derailed in the yards at Fort Smith, Ark., at 2.25 a. m. No damage to mail or mail car and clerk not injured. Delayed three hours and twenty minutes.

August 5.—Des Moines and Kansas City R. P. O., train 5, was wrecked at Glenwood Junction, Mo., at 5.05 a. m. No damage to mail or mail car and clerk not injured. Delayed one hour and five minutes.

August 5.—Alexandria and Lake Charles R. P. O., train 2, was derailed at Iowa Junction (n. o.) by the spreading of rails. No damage to mail or mail car. Clerk uninjured. Delayed two hours.

August 6.—Lincoln and Billings R. P. O., train 42, was derailed 9 miles west of Arvada, Wyo., at 5 p. m., caused by engine striking a herd of cattle. No damage to mails and clerk not injured. Postal car was badly damaged and rendered unfit for further service.

August 7.—New Orleans and Marshall R. P. O., train 54, was wrecked near Marshall, at 2.10 a. m. by running over a cow. No damage to mail or mail car and clerk not injured. Delayed two hours and twenty minutes.

August 7.—Leavenworth and Miltonvale R. P. O., train 92, was wrecked at 3.45 p. m. 2 miles from Leavenworth, Kans., caused by front trucks of box car leaving the track. No damage to mail or mail car and clerk not injured. Delayed forty minutes.

August 11.—Cedar Rapids and Council Bluffs R. P. O., train 6, was wrecked near Chelsea, Iowa, at 2.20 a. m., caused by collision with a freight train. Clerks not injured and mails not damaged. Delayed three hours and thirty minutes.

August 11.—Litchfield and Kampeville R. P. O., train 2, was wrecked at 11.30 a. m. near Reader, Ill., caused by running into an open switch and colliding with some box cars on siding. No damage to mails and clerk not injured. Delayed two hours.

August 12.—San Francisco, Mendota and Los Angeles R. P. O., train 19, ran into a freight car which was standing on the main track, at 6.20 p. m., near Porta Costa, Cal. No damage to mails or mail car and clerk not injured. Delayed only a few minutes.

August 12.—Burlington and St. Louis R. P. O., train 6, jumped the track when rounding a curve between Viele and Montrose, Iowa, about 8.24 a. m. No mail lost or damaged and clerks not injured. Delayed thirty-five minutes.

August 13.—Great Bend and Scott R. P. O., train 355, collided with a freight car, which had blown from side to main track, about 12.10 a. m., near Dighton, Kans. No damage to mail or mail car and clerk not injured. Delayed two hours.

August 13.—New York and Chicago R. P. O., train 44, was wrecked near Otis, Ind., caused by a washout. Clerks A. D. Hartman, S. Kohn, and M. F. Turrell were slightly injured. No mail lost or damaged. Delayed five hours and twenty-four minutes.

August 13.—St. Louis and El Dorado R. P. O., train 422, was wrecked 4½ miles east of Duquoin, Ill., at 7.18 p. m., caused by an open switch. No mails lost or damaged and clerk not injured. Delayed three hours.

August 13.—St. Louis and Eldorado R. P. O., train 401, was wrecked in the yards at Duquoin, Ill., at 10.48 a. m., by a head-end collision with a loose engine. No mails lost or damaged. Clerk John W. Nevill was slightly injured by jumping from his car. Delayed two hours.

August 13.—Monett and Paris R. P. O., train 6, was wrecked at Exeter, Mo., by someone placing spikes on the track. No damage to mail or mail car and clerk not injured. Delayed nine hours and twenty minutes.

August 14.—Washington and Hinton R. P. O., train 3, was wrecked at Ravensworth, Va., near Fairfax Station, at 11.37 p. m., by a misplaced switch. The postal car was considerably damaged, but no mails lost or destroyed. Clerks escaped with but slight bruises.

August 14.—Rouses Point and Albany R. P. O., train 4, collided with a freight train

at Dresden Station, N. Y., at 1.25 p. m. No mails lost or damaged and clerk not injured. Delayed one hour and thirty-five minutes.

August 14.—Kansas City and Memphis R. P. O., train 3, was wrecked 2½ miles west of Jonesboro, Ark., at 2 p. m., caused by colliding with a tree which had blown across the track. No mail lost or damaged and clerk not injured. Delayed one hour and thirty-five minutes.

August 15.—Grafton and Cincinnati R. P. O., train 1, collided with a freight train a half mile east of Torch, 12 miles west of Parkersburg, W. Va., at 3.18 a. m. The postal car was demolished up to the large doors. Clerks J. W. Organ and S. C. Cooper were severely injured and W. W. Wild slightly. The mail was badly damaged by blood, water, and steam. No mail lost.

August 16.—Augusta and Atlanta R. P. O., train 4, collided with freight train left on main track at Covington, Ga. No damage to mail car, clerk, or mail. Delayed three hours.

August 18.—Kansas City and Caldwell R. P. O., train 4, collided with a switch engine in the Armstrong, Kans., yards at about 8.10 a. m. The postal car was considerably damaged. No mail lost or damaged, and clerks not injured. Delayed fifty minutes.

August 18.—Butte and Ogden R. P. O., train 8, collided with a freight train at Cache Junction, Utah, at 9.25 a. m. The mail car was smashed at both ends, but no mail lost or damaged. Clerk not injured. Delayed by wreck four hours and fifteen minutes.

August 18.—Ord and Grand Island R. P. O., train 82, was derailed at 8.30 a. m. while switching on side track at Olean, Nebr. Clerk not injured, and no mail lost or damaged. Delayed three hours and eight minutes.

August 20.—Davenport and Leavenworth R. P. O., train 11, was wrecked at 4.10 a. m. one-half mile east of Drakeville, Iowa, caused by rear truck of apartment car leaving the track. Apartment car was thrown from the track, landing on its side in the ditch. All mail was thrown from the cases and scattered about the car, and more or less damaged by oil from the car lamps and water. Delayed ten hours.

August 20.—Erie, Butler and Pittsburg R. P. O., train 20, collided with Pittsburg and Western R. R. train 7, at Wittmer Station, Pa. No damage to mail or mail car, and clerk not injured. Delayed one hour and twenty-five minutes.

August 20.—Detroit, Grand Lodge and Grand Rapids R. P. O., trains 7 and 8, collided at Fowlersville, Mich., at 8.15 p. m. Postal car of train 8 was damaged to such an extent that it was cut out and mail transferred to another car. Delayed three hours. Postal car of train 7 was damaged but was able to continue through on run. Delayed two hours and forty minutes. Clerks not injured, and no mail lost or damaged.

August 21.—San Francisco and San Luis Obispo R. P. O., train 6, was wrecked near Castroville, Cal., caused by breaking of axle on tender of engine, which came in contact with forward trucks of mail car, damaging same to such an extent as to necessitate its being cut out of train and transferring mail to a baggage car. Mails delayed one hour and twenty minutes. No injury to clerk or damage to mails.

August 22.—St. Louis and Paducah R. P. O., train 323, was wrecked at 9.56 p. m. near New Denison, Ill., caused by colliding with a tree which had fallen across track. Mail car derailed and mail was transferred to a baggage car. No mail lost or damaged and clerk not injured. Delayed six hours.

August 23.—Salida and Silverton R. P. O., train 6, was wrecked two miles west of Sublett Station, Colo., at 6.10 p. m., caused by broken rail. The entire train except the engine was thrown from the track. Mails transferred to another car. No damage to mails except that a few letters were soiled by oil from the lamps. Delayed six hours and twenty minutes.

August 24.—Pittsburg and Fairmont R. P. O., train 51, was derailed at Uniontown, Pa., at 5.10 p. m. Mail car slightly damaged. No mail lost or destroyed, and clerk not injured. Delayed two hours and forty minutes.

August 24.—Pittsburg, Akron, and Chicago R. P. O., train 14, was delayed four hours at Valencia, Pa., by colliding with a flat car loaded with tubing. No damage to mail or clerks.

August 25.—Little Rock and Alexandria R. P. O., train 221, left the track at a switch near the Union Depot in Little Rock, Ark., at 8.45 a. m. The mail car was badly damaged. No mail lost or damaged, and clerk not injured. Delayed one hour and twenty-five minutes.

August 25.—Minot and Butte R. P. O., train 3, collided with a construction car near Elton Station (n. o.), N. Dak., at 8 a. m. No mail lost or damaged, and clerk not injured. Delayed fifty-six minutes.

August 29.—St. Cloud and Willmar R. P. O., train 5, was run into by a freight train in the St. Cloud, Minn., yards at 8.25 p. m. The mail car was badly damaged. No mail lost or damaged, and clerk not injured. Delayed two hours and forty minutes.

August 30.—Albuquerque and Los Angeles R. P. O., train 1, was wrecked in the

yards at Williams, Ariz., at 7 p. m., caused by a misplaced switch. The platform of the postal car was slightly damaged, but there was no injury to the mails. Clerk not injured. Delayed seven hours.

August 31.—St. Paul and Helena R. P. O., train 2, collided with a train of the Chicago, St. Paul, Minneapolis and Omaha R. R. in the yards at St. Paul, Minn., at 9.50 p. m. The front end of the postal car was smashed in, but no mails were damaged. Delayed two hours and fifty-five minutes.

September 1.—Los Angeles and San Bernardino kite-shaped R. P. O., train 42, was derailed at Arcata, Cal., at 8.10 a. m. No damage to mails or postal car, and clerk not injured. Delayed one hour and forty-five minutes.

September 1.—Ishpeming and Chicago R. P. O., train 5, was wrecked at North Evanston, Ill., at 11.55 a. m., caused by spreading rails. The engine, baggage, mail, and express cars left the track, the mail car turning over on its side in the ditch. The clerks were severely shaken up, but not injured. The mail car was badly damaged and the mail transferred to another car. The mail was scattered and badly mixed, and some slightly damaged by oil from the lamps. Delayed three and one-half hours.

September 2.—Portland and Rockland express train 127. When 10 miles east of Portland a lamp in the baggage car exploded, damaging four pouches of mail. Two or three sacks of paper mail were entirely consumed, but no letter mail was lost or damaged to such an extent that it could not be forwarded to destination.

September 2.—Mahaffey and Cresson R. P. O., train 713, jumped the tracks at Winterset Station at 11.01 a. m. No injury to clerk or damage to mail or postal car. Delayed six hours.

September 3.—St. Louis and Council Bluffs R. P. O., train 5-15, jumped the track two miles north of Shenandoah, Iowa, at 9.50 a. m. No mails lost or damaged, and clerk not injured. Delayed twenty minutes.

September 3.—Memphis and Little Rock R. P. O., train 3, was derailed near Brinkley, Ark., at 10.38 p. m., by striking a cow. No injury to clerk, mail, or mail car. Delayed six hours and thirty-five minutes.

September 3.—Baltimore and Pittsburg R. P. O., train 10, was derailed near Ohiopyle, Pa., at 11.45 p. m. No damage to clerks, mail, or mail car. Delayed five hours and twenty minutes.

September 4.—New Orleans and Marshall R. P. O., train 51, jumped the track near Victoria, La., caused by running over a cow. No damage to mail or mail car and clerks not injured. Delayed one hour and forty-five minutes.

September 4.—St. Paul and Helena R. P. O., train 1, mail delayed four hours and thirty-five minutes by engine hauling the train leaving the track and being wrecked 2½ miles west of Dickinson, Mont., at 11.05 a. m.

September 5.—St. Louis and Kansas City R. P. O., train 7, was wrecked 2 miles west of Sedalia, Mo. No mail lost or damaged and clerks not injured. Delayed two hours and twenty minutes.

September 7.—Norfolk and Lynchburg R. P. O., train 4, was wrecked at 4.28 p. m. near Rice Depot, Va. The steps on one side of the mail car were torn off. No damage to clerk or mail. Delayed one hour and nineteen minutes.

September 7.—Cairo and Gatesville R. P. O., train 1, collided with train 8 of the New Lewisville and Shreveport R. P. O. in the yard at New Lewisville, Ark., demolishing the fenders of both trains. No damage to mail or mail car and clerk uninjured. Delayed one hour and five minutes.

September 7.—Kansas City and Coffeyville R. P. O., train 1, collided with a box car near Selma, Kans., at 11.45 p. m. Mail car not damaged and no mail lost or damaged. Clerk uninjured. Delayed six hours and thirty minutes.

September 8.—Athol and Springfield R. P. O., train 475, collided with a wild engine near Red Bridge, Mass., at 5.15 p. m. The mail car was somewhat damaged, but no mails lost or damaged. Clerk escaped injury by jumping from the car.

September 8.—Sheboygan and Princeton R. P. O., train 400, was derailed near Fond du Lac, Wis., at 8.30 a. m., by running into an open switch. No mail lost or damaged and clerk not injured. Delayed one hour.

September 9.—Kansas City and La Junta R. P. O., train 8, collided with a way car by running into an open switch in the Hutchison yards. No mail lost or damaged, and clerk not injured.

September 9.—Marion and Cincinnati R. P. O., train 5, collided with a wild engine near Enon, Ohio, about 12.30 noon. The mail apartment car was badly damaged and the clerk slightly injured. No mail lost or damaged. Delayed five hours.

September 10.—Buffalo and Chicago Express, train 41. When near Goshen, Ind., the express car, which contained mail and express, was discovered to be on fire and the car cut out at Goshen, Ind. Some paper mail, the number of sacks it was impossible to ascertain, was destroyed. Cause of fire not known.

September 10.—La Crosse and Woonsocket R. P. O., train 22, collided with a freight train near Lanesboro, Minn., at 3 p. m. No loss or damage to the mails, and clerk

while thrown down and slightly injured on the side, was not incapacitated for duty. Delayed six hours and forty minutes.

September 10.—Waycross and Montgomery R. P. O., train 57, was wrecked at Pinckard, Ala., at 4.20 a. m., by running into side track and colliding with freight cars. No damage to clerk, car, or mail. Delayed one hour and a half.

September 10.—Hamilton and Anacortes R. P. O. was delayed near Tenth street depot, Anacortes, Wash., at 8.20 a. m., by turning of rail on curve. No damage to mail, clerk, or car. Delayed one hour and five minutes.

September 11.—Kansas City and Virginia R. P. O., train 11, was wrecked 2 miles east of Birmingham, Kans., about 11 a. m. Cause of wreck unknown. Mail car demolished, and clerk, J. B. Scanlon, slightly injured. Some mail was slightly damaged by water, and oil from the lamps. Delayed eight hours and forty-five minutes.

September 12.—Boone and Des Moines R. P. O., train 3, was derailed 2 miles north of Granger, Iowa, at 4.30 p. m. No damage to mails, and clerk not injured. Delayed forty minutes.

September 13.—Elroy and Winona R. P. O., train 2, was wrecked in the yards at Elroy, Wis., about 12.50 a. m., by colliding with some freight cars. The engine was completely wrecked and the forward end of the mail car knocked in. The clerk saved himself by jumping from the car. No mail lost or damaged.

September 15.—New York and Pittsburg R. P. O., train 10, was wrecked by colliding with some freight cars near Allegrippus (n. o.), Pa., at 8.30 p. m. The mail car was considerably damaged. Clerks not injured and mails not damaged. Delayed one hour and twenty minutes.

September 15.—Charleston and Jacksonville R. P. O., train 78, ran into an open switch 2 miles south of Waycross, Ga. No damage to clerks, car, or mails. Delayed forty minutes.

September 16.—Lakeland and Punta Gordo R. P. O., train 35, was derailed by running over a cow near Fort Meade, Fla., at 9.30 p. m. No mail lost or damaged and clerk not injured. Delayed nine hours.

September 17.—Penn Haven and Sunbury R. P. O., train 1, collided with an engine at Mahanoy City, Pa., at 1.30 p. m. Clerk was considerably bruised, but not disabled. No mail lost or damaged. Delayed forty-five minutes.

September 18.—Butte and Ogden R. P. O., train 7, was wrecked near Twelfth street, Ogden, Utah, by running into falling timbers and telegraph poles, the result of a wind storm. The mail car was slightly damaged. No mail lost or damaged, and clerk not injured. Delayed eight hours and twenty minutes.

September 18.—Macon and Birmingham R. P. O., train 2, was wrecked near Howard, Ga., at 5.30 p. m., by defective switch. The mail car turned over and the mail was damaged by oil. Clerk escaped with a few bruises. Delayed twelve hours.

September 19.—Augusta and Atlanta R. P. O., train 28, collided with an express train at Mesena, Ga. No mail lost or damaged and clerk not injured. Delayed eight hours.

September 19.—Pittsburg and Washington R. P. O., train 119, was derailed at Meadowland, Pa., in side-tracking. Cause of accident unknown. No damage to mail, car, or clerk. Delayed twenty minutes.

September 20.—Butte and Ogden R. P. O., train 7, was wrecked by a head-end collision with Garrison and Butte R. P. O., train 101, near Rocker, Mont. Substitute clerk A. B. Jones was severely injured. Postal car was slightly damaged, but mails were not injured. Delayed two hours and thirty minutes.

September 20.—Chattanooga and Atlanta R. P. O., train 8, was wrecked at 6 a. m., near Hiram, Ga., by flange on front truck of mail car breaking. No damage to mail and clerk not injured. Delayed four hours and forty minutes.

September 21.—Tracy and Pierre R. P. O., train 3, was wrecked by a collision with the locomotive of another train in the yards at Brookings, S. Dak., at 7.30 p. m. The baggage end of the mail apartment car was telescoped for about 6 feet. No mail lost or damaged and clerk not injured. Delayed eight hours and fifty minutes.

September 21.—Leavenworth and Miltonvale R. P. O., train 92, was wrecked about half a mile west of Blaine, Kans., at 10.25 a. m. No damage to mail or mail car and clerk not injured. Delayed four hours.

September 21.—Mackinaw and Detroit R. P. O., train 202, was derailed near Grayling, Mich., about 1.40 a. m. The mail car was thrown from the track and a portion of the letter mail thrown from the cases and slightly damaged by oil from the lamps. Clerk uninjured.

September 22.—Chicago, Decatur and Quincy R. P. O., train 3, was derailed between Mounds and Mount Sterling, Ill., at 8.40 p. m., caused by train striking a drove of cattle. Mail car left the track. No damage to mails and clerk not injured.

September 22.—Wheeling and Kenova R. P. O., train 2, was derailed at Beus Run, W. Va., at 1.25 p. m.; cause unknown. No mail lost or damaged and clerk not injured. Delayed two hours and fifteen minutes.

September 22.—Cuba and Salem R. P. O., train 52, was wrecked half a mile north of

Avery Station, at 8.30 a. m., on account of broken rail. No damage to mail, mail car, or clerk. Delayed a few minutes.

September 24.—Chicago, Elroy and St. Paul R. P. O., train 2, was derailed at Wilson, Wis., at 8.21 p. m. No mail lost or damaged and clerk not injured. Delayed forty-seven minutes.

September 24.—Galesburg and Havana R. P. O., train 2, was derailed at 3.25 p. m., between Cuba and Fiatt, Ill. The clerk jumped and escaped injury. No damage to the mail.

September 25.—Chicago, Bureau and Peoria R. P. O., train 303, ran into an open switch in the yards at Peoria, Ill., at 7 a. m., and collided with a freight car. No damage to mails and clerk not injured. Delayed fifteen minutes.

September 25.—Milwaukee and Mineral Point R. P. O., train 6, was derailed at Waukesha, Wis., at 6.30 p. m. No mail damaged, and clerk not injured. Delayed forty-five minutes.

September 25.—Denison and Houston R. P. O., train 1, was derailed near Benchley, Tex., at 1.05 p. m. No damage to mail or mail car, and clerk not injured. Delayed one hour and five minutes.

September 25.—Scranton and Northumberland R. P. O., train 8. The door frame of the mail apartment car caught fire from the sparks of the engine between Kingston and Wyoming, Pa., about 8.15 p. m. A large hole was burned in the door frame, but the fire was discovered in time to avoid any serious damage.

September 25.—Texarkana and El Paso R. P. O., train 3, was derailed near Glade-water, Tex., by running over a cow. No damage to mail or mail car, and clerk not injured. Delayed six hours.

September 28.—Kansas City and Siloam Springs R. P. O., train 1, was wrecked about 7.15 a. m. just after leaving Siloam Springs. No damage to mail or mail car, and clerk not injured. Delayed two hours and forty-five minutes.

September 30.—New York and Pittsburg R. P. O., train 10, was wrecked by running into the railroad station, which had been blown by the cyclone across the track, at Steelton, Pa., at 1.15 a. m. No damage to mail, and clerk not injured. Delayed eight hours.

October 1.—Kansas City and Ash Grove R. P. O., train 106, was wrecked about 7.40 p. m. by striking a steer upon the track. No damage to mail or mail car, and clerk not injured. Delayed two hours and fifty-two minutes.

October 1.—Texarkana and Laredo R. P. O., train 4, was derailed near Wetmore, Tex., at 9.40 a. m. No damage to mail or mail car, and clerk not injured. Delayed forty minutes.

October 2.—Texarkana and Laredo R. P. O., train 2, was wrecked near McNeil, Tex., at 12.45 a. m. by the breaking of an axle. No damage to mail, mail car, or clerk. Delayed six hours.

October 2.—Peoria and Evansville R. P. O., train 4, ran into an open switch near Olney, Ill., at 8.25 p. m., and collided with a switch engine. Forward end of apartment car was crushed, but clerk was not injured and mails not damaged. Delayed fifty minutes.

October 2.—Boundary Line and St. Paul R. P. O., train 9, collided with some derailed freight cars 2 miles west of Minneapolis, Minn., about 5.30 p. m. The corner of the mail car was smashed and the glass on one side of the car broken. Clerk E. A. Kling was slightly bruised. Some few pieces of mail were soiled and wet by water from the engine tank. Delayed four hours and forty minutes.

October 3.—Wichita Falls and Dallas R. P. O., train 18, was derailed near Nocona, Tex., at 6.20 p. m. No damage to mail or mail car, and clerk uninjured. Delayed four hours and thirty minutes.

October 4.—Chicago, Abbottsford and Minneapolis R. P. O., train 2, was delayed twenty-seven minutes by colliding with the rear end of a suburban train at Thatcher's Park, Ill., about 10.19 p. m.

October 4.—Kansas City and Lajunta R. P. O., train 2, was wrecked near the depot at Peterson, Kans., about 5 a. m., due to the boiler of the engine exploding. The postal car jumped the track, ran about 50 feet, turned over on its side, and was badly wrecked. Clerk H. S. Foster was severely injured and R. O. Magee slightly. No mail lost, but some was damaged by oil and water. Delayed nine hours.

October 5.—St. Paul and Helena R. P. O., train 1, was derailed in the railroad yards at Minneapolis, Minn., about 3.35 p. m. No mail lost or damaged, and clerks not injured. Delayed three hours and forty-one minutes.

October 5.—Boston and Cape Cod R. P. O., train 623, collided with a freight train near Braintree, Mass., at 7.25 a. m. The mail car was somewhat damaged, but no damage to clerks or mails. Delayed three and a half hours.

October 5.—Wynne and Helena R. P. O., train 101, was wrecked near Caldwell, Ark., by the breaking of an axle under the engine. No damage to mail or mail car, and clerk not injured. Delayed two hours and fifty minutes.

October 6.—Chicago, Elroy and St. Paul R. P. O., train 2, was delayed four hours

and five minutes by the breaking down of the engine near Afton, Wis., at 5 a. m., and again after leaving Caledonia. No damage to clerks or mail car.

October 7.—St. Paul and Minot R. P. O., train 4, was delayed fifty minutes between Emerando and Ojeto, N. Dak., at 1.10 a. m., by derailment of the engine. No damage to clerks or mail.

October 7.—Chicago and West Liberty R. P. O., train 4, was derailed near Minooka, Ill., at 5 a. m., caused by the engine leaving the track. Clerks not injured and no damage to the mails. Delayed three hours and fifteen minutes.

October 7.—Kansas City and Lajunta R. P. O., train 2, ran into a wreck caused by the rear-end collision of express train 8 with express train 30, and was then run into by another freight train. No mails lost or damaged and clerks not injured. Delayed three hours and thirty minutes.

October 8.—St. Louis and Burrton R. P. O., train 102, ran into a Missouri Pacific freight train at the crossing at Neodesha, Kans., at 2.10 a. m. No mails lost or damaged and clerk not injured. Delayed one hour and twenty minutes.

October 8.—Caledonia and Springvalley R. P. O., train 419, was derailed while switching in the yards at Caledonia, Ill., at 3.25 p. m. No damage to mails and clerk not injured. Delayed one hour.

October 8.—Houston and Eagle Pass R. P. O., train 19, was derailed near Idlewild, Tex., at 11.55 a. m. No damage to mail or mail car and clerk not injured. Delayed twenty minutes.

October 12.—Topeka and Mahatta R. P. O., train 154, was wrecked at 5 p. m. about 2½ miles east of Eskridge. No damage to mails and clerk not injured. Delayed twelve hours.

October 12.—Atlanta and Birmingham R. P. O., train 38, collided with an incoming freight train in the yards at Birmingham, Ala., at 6.05 a. m. Clerk B. L. Williams was severely injured. A small amount of paper mail was damaged by water, but none lost. Delayed two hours.

October 12.—Garretson and Yankton R. P. O., train 62, collided with a freight car near Irene, S. Dak., at 6.59 a. m. No damage to mail or mail car, and clerk not injured. Delayed four hours and two minutes.

October 12.—New York and Point Pleasant R. P. O., train 317, was delayed fourteen minutes by colliding with a passenger train in Jersey City yard at 4.14 p. m. No damage to mails or injury to clerks.

October 12.—Cazadero and San Francisco R. P. O., train 5, was wrecked by the breaking of an axle on the forward truck of the mail car at Hamlet (n. o.), Cal., at 10.30 a. m. No damage to mails and clerk not injured. Run completed in baggage car. Delayed one hour and a half.

October 12.—St. Louis and Council Bluffs R. P. O., train 15, was wrecked at 5.45 a. m. near McFall, Mo., caused by broken rail. No damage to mail and clerks not injured. Delayed six hours and thirty minutes.

October 13.—Nashville and Tracy R. P. O., train 124, was delayed two hours and thirty-five minutes by running over a cow near Monteagle, Tenn. Mail apartment car not damaged.

October 14.—St. Louis and Texarkana R. P. O., train 55, was delayed seven hours near Newport, Ark., by the breaking of the tender trucks, at 5 a. m. No damage to mail or mail car and clerks not injured.

October 14.—Columbia and Jacksonville R. P. O., trains 35 and 36, collided about 22 miles south of Columbia, S. C., at 3.15 a. m. Mail cars on both trains were totally wrecked. Car on train 35 was completely consumed, together with entire mail, by fire. Clerk L. A. Thomas was burned in the wreck, only a few charred bones being recovered. The baggage master, in the baggage apartment, shared the same fate. It being impossible to identify whether the remains recovered were those of Clerk Thomas or the baggage master; they were buried in the same grave. It is not known whether the fire originated from the lamps or the stoves, but presumably from the former. Clerk D. F. James was severely injured. All mail on train 36 was recovered with but slight damage from water.

October 14.—Omaha and Ogden R. P. O., train 3, was held up by robbers at 1.45 a. m. near Uinta, Utah. Four registered pouches were rifled.

October 15.—Temple and San Angelo R. P. O., train 41, was derailed near Copperas, Tex., at 11.23 a. m. No damage to mail or mail car and clerk not injured. Delayed eight hours and fifteen minutes.

October 15.—Kansas City and Wellington R. P. O., train 204, was wrecked at 11.08 p. m. at Moline, Kans., on account switch being left open. No damage to mail car or mail. Clerks not injured. Delayed four hours and fifteen minutes.

October 15.—Topeka and Fort Scott R. P. O., train 285, was wrecked near Richland, Kans., at 9.15 a. m., caused by freight car jumping the track. No mails lost or damaged and clerk not injured. Delayed seven hours.

October 15.—Champaign and Decatur R. P. O., train 701, was derailed at Oreana, Ill., at 9.45 a. m., caused by defective switch. No damage to mails and clerk not injured. Delayed three hours.

October 15.—St. Louis and Texarkana R. P. O., train 53, was wrecked near Gifford, Ark., at 4.15 p. m. No damage to mail or mail car and clerk not injured. Delayed seven hours and twenty minutes.

October 15.—Bennington and Chatham R. P. O., train 1, was wrecked near Petersburg Junction. No damage to mail or mail car. Delayed five hours.

October 16.—Bennington and Chatham R. P. O., train 6, was derailed at Petersburg Junction at 6.30 p. m. No damage to mail or mail car and clerk not injured. Delayed three hours.

October 16.—Conroe and Navasota R. P. O., train 36, was wrecked near Yarboro, Tex. No damage to mail or mail car and clerk not injured. Delayed two hours and thirty minutes.

October 16.—Conway Springs and Larned R. P. O., train 492, was wrecked about 2.50 p. m. at Norwich, Kans. No damage to mails and clerk not injured.

October 17.—Salida and Ouray R. P. O., train 367, was derailed, about 3.10 p. m., near Ridway, Colo., by striking a cow. No mail lost or damaged and clerks not injured. Delayed six and one-half hours.

October 20.—St. Paul and Minot R. P. O., train 4, was delayed four hours and thirty minutes by engine jumping the track near Larimore, N. Dak., about 10 a. m.

October 20.—Kansas City and Memphis R. P. O., train 1, was wrecked at 7 p. m., about 6 miles from Springfield. The end of the mail car was knocked out. Clerk S. H. Randolph was bruised but not disabled. No mail lost or damaged. Delayed five hours.

October 21.—St. Louis and Burrton R. P. O., train 6, while being switched in the yards at Monett, Mo., was run into by another car, and Clerk A. B. Haefeli severely injured. Delayed forty-five minutes.

October 22.—St. Louis and Burrton R. P. O., train 105, ran into a freight train near Beaumont, Kans., at 2 p. m., and was badly wrecked. Postal car had the end knocked in, trucks torn from under storage end, and was otherwise damaged. No mail lost or damaged. The clerk was thrown to the floor, badly shaken up, but not disabled. Delayed ten hours.

October 23.—St. Louis, Louisiana and Kansas City R. P. O., train 48, was delayed one hour and thirty minutes by being held up, about 6 p. m., between Selma and Independence, Mo. The robbers did not molest the mail car.

October 23.—Helena and Spokane R. P. O., trains 2 and 6, were derailed near Eddy, Mont., at 7.15 p. m. Clerk in charge considerably shaken up, but not disabled. No mail lost or damaged. Delayed one hour and thirty minutes.

October 24.—Houston and El Paso R. P. O., train 20, collided with a special near Alpine, Tex., at 8.30 a. m. Mail car badly damaged, but clerk not hurt. No mail lost or damaged. Delayed ten hours.

October 25.—Kansas City and Arkansas City R. P. O., train 114, collided with a freight train 2 miles north of Arkansas City, at 6.08 a. m. The postal car was disabled, but no mail lost or damaged and clerk not injured. Delayed five hours.

October 25.—Peoria and Evansville R. P. O., train 1, was derailed between Coles and Mattoon, Ill., at 12.15 p. m. No damage to mail and clerk not injured. Delayed one hour and fifty minutes.

October 26.—Scottsville and Gallatin R. P. O., train 1, was derailed at 9.15 a. m. near Westmoreland, Tenn. The mail car was badly damaged. No mail damaged and clerk not injured. Mail delayed one day.

October 26.—Denison and Houston R. P. O., train 2, was derailed near Courtney, Tex., at 11.25 a. m. The mail car was badly damaged. The mail was scattered but none lost or damaged. Clerks unhurt. Delayed eight hours.

October 27.—Wellington and Panhandle R. P. O., train 203, was derailed near Higgins, Tex., by running into a herd of cattle. No damage to mail or mail car and clerk not injured. Delayed four hours.

October 27.—El Paso and Los Angeles R. P. O., train 20, was wrecked 6 miles east of Maricopa, Ariz., at 6.20 a. m. No damage to mail or mail car and clerk not injured. Delayed seven hours.

October 27.—Cairo and New Orleans R. P. O., train 1, was wrecked at 5.28 a. m., by running into the rear end of a freight train near Tangipahoa, La. No damage to mail or mail car. Clerk S. L. Collins was severely injured. Delayed six hours.

October 28.—Spokane and Coulee City R. P. O., train 14, was wrecked 2 miles east of Mondovi, Wash., at 10.20 a. m. No damage to mail, clerk, or car. Delayed three hours.

October 29.—Buffalo and Pittsburg R. P. O., train 3, was wrecked at 3.30 a. m., between Glyndon and Spartansburg, Pa., caused by striking a cow, leaving the track and running into some freight cars. No injury to mails or clerks. Apartment car slightly damaged. Delayed eight hours.

October 30.—St. Louis and Sedalia R. P. O., train No. 2, ran into an open switch at Sweeney, Mo., at 9.35 a. m., and collided with a work train. No mail lost or damaged and clerk not injured. Delayed three hours.

October 31.—Lincoln and Manhattan R. P. O., train 45, jumped the track 2 miles north of Blue Rapids, Kans., about 11 a. m. No damage to mail or mail car and clerk not injured. Delayed six hours and thirty minutes.

October 31.—St. Louis, Moberly and Kansas City R. P. O., train 11, jumped the track at Moberly, Mo., at 10 p. m. No damage of any kind.

November 1.—St. Paul and Minot R. P. O., train 8, was derailed near the Union depot in Minneapolis, Minn., at 6.44 a. m. No damage to mails or clerks. Delayed fifty-three minutes.

November 2.—Toledo and St. Louis R. P. O., train 4, was wrecked at New Haven, Ind., at 8.45 p. m., caused by a misplaced switch. The newspaper car, which is used as a regular postal on this train, was completely demolished. Some of the mail was damaged by oil and dirt. Clerk O. E. Sullivan and substitute clerk J. E. Ray were slightly injured.

November 3.—San Francisco and Los Angeles R. P. O., train 20, collided with an engine at Mojave, Cal., at 2.30 a. m., damaging the front end of the mail car. The letters were all thrown from the cases, and one package of letters saturated with oil from broken lamps. Clerks not injured. Delayed forty-five minutes.

November 4.—Monett and Paris R. P. O.: Clerk Edwin G. Bryan, in attempting to make catch at Staunton, Ark., about 10.15 a. m., was struck on the head by some object, supposed to have been the lock from the pouch, and severely injured.

November 4.—Jamestown and Oakes R. P. O., train 122, was derailed by snow at Valley Junction (n. o.), N. Dak., at 1.43 p. m. No damage to clerk and no serious damage to mail car. No mail lost or damaged. Delayed fifty-two minutes.

November 5.—Topeka and Fort Scott R. P. O., train 286, was derailed about 10.20 a. m., in the Garnett, Kans., yards, on account of defective frog. No mail lost or damaged and clerk not injured. Delayed one hour.

November 5.—Chicago and Minneapolis R. P. O., train 22, collided with a switch engine in the Western avenue yards near Chicago, Ill., at 1.10 p. m. The mail car was disabled and withdrawn from service. No mail lost or damaged and clerks not injured.

November 5.—Middleton and Pontotoc R. P. O., train 2, was wrecked at New Albany, Miss., at 3.30 a. m. No damage to mail or mail car. Clerk received painful bruises, but was not disabled.

November 6.—Ashfork and Phoenix R. P. O., train 1, was wrecked 15 miles south of Ashfork, Ariz., at 8 05 a. m. No damage to mail or mail car, and clerk not injured. Delayed six hours and twenty minutes.

November 6.—Chicago and Lake Geneva R. P. O., train 180, was derailed at Carpentersville, Ill., at 8.25 a. m., caused by spreading rails. Mails thrown from cases, but not injured. Delayed one hour and thirty minutes.

November 6.—Denver and Ogden R. P. O., train 1, collided with a stock train in Tennessee Pass Tunnel at 7.30 p. m. The front end of mail car was telescoped by engine tank, and rear end by baggage car. Clerk C. E. Wiley received several severe bruises, but was not disabled. About two hundred letters were damaged. Delayed seven hours and fifteen minutes.

November 6.—St. Paul and Helena R. P. O., train 1, collided with a hand car between Belfield and Medora, N. Dak., about 9.45 a. m. Mail car slightly damaged. No mail lost or damaged, and clerks not injured. Delayed fifty-five minutes.

November 7.—St. Louis and Council Bluffs R. P. O., train 14-4, was derailed at Whitton, Mo., at 10.35 p. m. No mail lost or damaged, and clerk not injured. Delayed one hour and a half.

November 7.—Wilkesbarre and Pottsville R. P. O., train 441, ran off the tracks at Locust Junction (n. o.), Pa. No damage to mail, car, or clerk. Delayed one hour and a half.

November 7.—Meridian and Shreveport R. P. O., train 2, was wrecked 5 miles west of Jackson, Miss., at 5.25 p. m., by running into an open switch. No damage to mail or clerk. Delayed four hours and a half.

November 7.—Rocky Mount and Danville R. P. O., train 417, was derailed and wrecked 6 miles east of Rocky Mount, Va., at 4.25 a. m., caused by a broken rail. The apartment car was thrown from the track down an embankment, turning completely over, took fire from the stove, and was entirely destroyed. A few loose letters and a small amount of paper mail was destroyed. Clerk B. R. Powell was slightly injured.

November 8.—Havre and Spokane R. P. O., train 3, was badly wrecked by running into a rock slide near Bonners Ferry, Idaho, at 1.15 p. m. No mail lost or damaged, and clerk not injured. Delayed eight hours.

November 9.—Danville and Shelbyville R. P. O., train 71, was derailed between Danville and Danville Junction, Ill., at 2.30 p. m., caused by spreading rails. No damage to mails, and clerk not injured. Delayed one hour and fifteen minutes.

November 9.—Pulaski City and Monarot R. P. O., train 36, was wrecked by running into the rear end of a freight train near Delton, Va., at 3.20 p. m. Mail apartment slightly damaged, but no mail lost or damaged, and clerk not severely injured.

November 10.—Helena and Spokane R. P. O., train 1, was wrecked at 10.45 a. m., by running into a rock slide. The mail car was thrown over on its side and disabled. Some mail was slightly wet by water from the water tank, but none lost or seriously damaged. Clerk was violently shaken up, but not disabled. Delayed eighteen hours.

November 10.—Omaha and Ogden R. P. O., train 3, was wrecked at Roscoe Siding, Wyo., at 1.10 a. m., caused by a broken rail. Clerks not injured, and no damage to mails. Delayed two hours.

November 11.—Park Rapids and Sauk Center R. P. O., train 30, was delayed one hour and fifteen minutes at Long Prairie, Minn., by one of the cars of the train leaving the track. No damage to mail or injury to clerk.

November 12.—Denison and Hillsboro R. P. O., train 34, was derailed near Rowlett, Tex., at 10.48 p. m. No damage to mail or mail car and clerk not injured. Delayed one hour and forty minutes.

November 12.—Plymouth and Rocky Mount R. P. O., train 65, was derailed one-half mile west of Everette, N. C., at 8.45 a. m., caused by spreading rails. No damage to mails and clerk not injured.

November 12.—Atlanta and New Orleans R. P. O., train 37, was wrecked 6 miles south of Montgomery, Ala., about 10 p. m. Postal car left the track. No mail lost or damaged. Clerk Joseph Hughes was severely injured. Delayed twelve hours.

November 14.—Havre and Spokane R. P. O., train 3, was wrecked by colliding with a freight car near Klipp, Mont., at 1.50 a. m. The mail car was disabled and cut out of train. Clerk not injured and mail not damaged. Delayed sixteen hours.

November 15.—New Orleans and Houston R. P. O., train 20, collided with a freight train at 5.40 a. m., near Terry, Tex. No damage to mail or injury to clerk. Delayed thirty minutes.

November 15.—Kansas City and Joplin R. P. O., train 9, was wrecked at 8.21 p. m., near Webb City, Mo. No damage to mail and clerk not injured. Delayed forty minutes.

November 16.—Altamont and St. Joseph R. P. O., train 17, was wrecked 2½ miles east of Maysville, Mo., at 7.55 a. m., caused by driving rod of engine giving away. No damage to mail and clerk not injured. Delayed three and a half hours.

November 16.—Denver and Ogden R. P. O., train 2, was wrecked 9 miles west of Westwater, Utah, at 5.10 p. m., caused by colliding with fallen rock. Mail apartment car was badly damaged and a small quantity of paper mail injured by water. Clerk Crayton B. Wheeler was slightly injured. Delayed fifteen hours.

November 17.—Norfolk and Danville R. P. O., train 2, was derailed by spreading rails at Edgerton, Va., at 1.30 p. m. Mail apartment car was disabled and mail transferred to another car. No damage to mails or injury to clerk. Delayed seven hours.

November 17.—Salisbury and Knoxville R. P. O., train 15, was wrecked 3 miles west of Old Fort, N. C., at 11.15 p. m., by colliding with a loose engine. The mail car was damaged to such an extent as to render it unfit for service, and a considerable amount of letter mail was slightly damaged by water. Clerk escaped without serious injury. Delayed ten hours.

November 20.—Des Moines, Savanna and Kansas City R. P. O., train 1, collided with an electric car in the city limits of Leavenworth, Kans., at 2.04 p. m. The postal car was partially derailed and rendered unfit for service. No mail damaged and clerk not injured. Mail transferred to a baggage car.

November 21.—Los Angeles and San Bernardino kite-shaped R. P. O., train 1, was derailed at 5.15 p. m., near Rincon, Cal. No damage to mail, mail car, or clerk. Delayed four hours and a half.

November 23.—Colmesneil and Trinity R. P. O., train 84, was derailed near Trinity, Tex., at 8.45 p. m. No damage to mail or mail car and clerk not injured. Delayed nine hours.

November 23.—Conroe and Navasota R. P. O., train 36, was derailed near Bobbin, Tex., at 8.25 a. m. No damage to mail or mail car and clerk not injured. Delayed two hours.

November 24.—Whiting and Tuckerton R. P. O., train 10, was delayed two hours by coal car attached to the train breaking down at 10.20 a. m., near Whiting, N. J.

November 25.—Cheyenne and Huntington R. P. O., train 2, ran into an open switch at Caldwell, Idaho, at 6.15 p. m. No damage to mails and clerks not injured. Delayed five hours and forty-five minutes.

November 25.—Memphis and New Orleans R. P. O., train 21, collided with a freight train at 2.01 p. m., near Whittaker, Miss. No damage to mails. Clerk A. J. Fuller was slightly bruised. Delayed twelve hours.

November 25.—Harrisburg and Gettysburg R. P. O., train 200, was delayed thirty-five minutes by colliding with a freight train at Boiling Springs, Pa., at 8.40 a. m.

November 25.—New York and Washington R. P. O., train 66, ran into the wreck of a freight train which had occurred just as No. 66 was passing. Storage car, containing supplies shipped from Washington, was thrown from the track down an

embankment. No damage to the supplies. Members of the crew were badly shaken up, but none injured. Delayed three hours.

November 25.—Auburn and Harrisburg R. P. O., train 10, while standing in the yard at Harrisburg, was run into by a yard engine. No damage to mail apartment or mail. Clerk slightly stunned by shock, but not disabled. Delayed fifty minutes.

November 26.—Leavenworth and Miltonvale R. P. O., train 92, was wrecked at 5.30 p. m. No loss or damage to mails, and clerk not injured. Delayed six hours.

November 26.—Boston and Albany R. P. O., train 13, collided with a freight train at South Framingham, Mass., at 5.43 a. m. The drawbar of the mail car was pulled out and the letters thrown from their cases. Clerks not injured, and no damage to mails. Delayed two hours and twenty minutes. The postal car on this train was a new car, vestibuled in accordance with plans furnished by the Department. To the manner in which it was built is attributed the fact that more serious damage was not done to the train.

November 26.—Lincoln and Billings R. P. O., train 42, collided with a freight train at Provo Siding, S. Dak., at 11.15 p. m. No damage to mails, and clerks not injured. Delayed three hours and twenty minutes.

November 26.—Greenup and Webbville R. P. O., train 2, was wrecked at 1.45 p. m., caused by a freight car in the train breaking down. No mail lost or damaged. Delayed two hours and a quarter.

November 26.—Memphis and Little Rock R. P. O., train 3, was wrecked near Heflib, Ark., by running over a steer at 11.10 p. m. No damage to mail or mail car, and clerk not injured. Delayed five hours and thirty minutes.

November 26.—St. Paul and Minot R. P. O., train 4. About 4 p. m. Clerk Henry M. Burrows left his car at Devils Lake, N. Dak., the train being snowbound, to go to the telegraph office, situated about three blocks distant from where his car was standing, to ascertain the condition of the line, the orders regarding the movement of trains, etc. A severe blizzard was raging at the time and a heavy snowstorm in progress. Mr. Burrows never reached the telegraph office. He evidently lost his way in the blinding snow and perished in the storm. His body was found January 5, 1897, 7 miles directly south from Devils Lake, entangled in the weeds and brush that skirted the shore.

November 27.—Williamsport and Mahaffey R. P. O., train 36, was delayed forty-five minutes by backing into a local freight in the Clearfield (Pa.) yard and being wrecked. No damage to mail or car, and clerk not hurt.

November 27.—Ashland and Appleton R. P. O., train 17, was derailed at Birnamwood, Wis., about 11 a. m. Mail transferred and service performed in baggage car. No damage to mail and clerk not injured. Delayed one hour.

November 28.—St. Louis and Texarkana R. P. O., train 52. The engine was backed against the train with such force at Bald Knob, Ark., as to injure Clerk R. G. Adams, who was at work in the car at the time, disabling him from duty for ten days.

November 28.—Terre Haute and Peoria R. P. O., train 7, was derailed four miles west of Terre Haute, Ind., at 6.28 a. m., caused by broken rail. Clerk not injured and no damage to mails. Delayed three hours and thirty minutes.

November 28.—New Hartford and Farmington R. P. O., train 63, while making a flying switch in the railroad yard at Farmington, Conn., at 6.40 a. m., was thrown from the track and the mail car considerably damaged. No damage to mails and, beyond a severe shaking up, no injury to clerk. Delayed two hours.

November 30.—St. Paul and Helena R. P. O., train 4, was wrecked at 12.30 a. m. by colliding with a wild engine three and one-half miles east of Valley City, N. Dak. The mail car was slightly damaged. Clerk not injured and no mail lost or damaged. Delayed twelve hours and a half.

November 30.—Duluth, Milaca and St. Paul R. P. O., train 19, was derailed and delayed fifty minutes by running into an open switch in the West Superior, Wis., yards at 1.50 p. m.

November 30.—Independence and Cedarvale R. P. O., train 264, was wrecked two miles east of Hewins, Kans., at 11.35 a. m. No damage to mails and clerk not injured. Delayed one hour and thirty-five minutes.

November 30.—Ogden and San Francisco R. P. O., train 1, was delayed four hours near Toana, Nev., caused by broken wheel on rear truck of tender. Clerks considerably shaken up, but not injured. No damage to mail or mail car.

November 30.—Charlton and St. Joseph R. P. O., train 111, was derailed between Union Station, St. Joseph, and East St. Joseph at 10.15 a. m. No damage to mails and clerk not injured. Delayed two hours.

November 30.—Hannibal and Gilmore R. P. O., train 3, was wrecked between Frankford and Penos Switch (n. e.), Mo., about 12.45 p. m. No mail lost or damaged and clerk not injured. Delayed two hours and eleven minutes.

November 30.—Chattanooga and Meridian R. P. O., train 1. When near Keener, Ala., the Baker heater in the car exploded blowing out front end of car. Several hundred letters were scattered over the car floor and many saturated with oil. No mail lost.

December 1.—Pittsburg and Cincinnati R. P. O., train 11. In making up the train in the Pennsylvania Station, Pittsburg, Pa., the yard men switched an extra postal car with such force against the Cincinnati car that clerk T. J. Fulton, who was at work in the car at the time, was thrown to the floor and injured to such an extent as to disable him for duty for thirty days.

December 1.—Helena and Spokane R. P. O., train 2, was delayed one hour and thirty minutes caused by the rear trucks of the mail car leaving the track. No mail lost or damaged and clerk not injured.

December 1.—Langdon and Barnesville R. P. O., train 8, was wrecked by a broken rail 1 mile south of Orr Station, N. Dak., at 5.30 p. m. No mail lost or damaged and clerk not injured. Delayed one hour and twenty-five minutes.

December 2.—Philadelphia and Port Deposit R. P. O., train 34, was derailed at Burmont Station, Pa., about 1 p. m., caused by defective rail. The combination car was thrown on its side and a portion of the mail was thrown on the stove and the contents badly scorched. The postal clerk was slightly bruised but not disabled. The combination car was badly damaged. Delayed one hour and thirty minutes.

December 2.—Eufaula and Ozark R. P. O., train 24, was wrecked 2 miles south of Elanville, Ala., at 8.10 a. m., caused by the breaking of an axle under front trucks of engine. No damage to mail, clerk, or car. Delayed six hours and forty minutes.

December 2.—Greenville and Columbus R. P. O., train 36, was derailed 3 miles north of Hamilton, Ga., at 8.10 a. m., by running over a fallen tree. No damage to car, mail, or clerk. Delayed four hours.

December 2.—Augusta and Atlanta R. P. O., train 1, was wrecked by head-end collision near Grovetown, Ga., about 6 p. m. No loss or damage to mail. Car slightly damaged. Clerk T. P. Beard slightly injured. Delayed twenty hours.

December 3.—Bremont and Albany R. P. O., train 1, was wrecked near Hico, Tex., at 1 p. m. Front part of mail car was torn out, all letters thrown from the cases and some damaged by water. Clerk H. B. Ellis was slightly bruised. Delayed fourteen hours and forty minutes.

December 3.—Omaha and Ogden R. P. O., train 2, ran into the rear end of a freight train at Kimball, Nebr., at 3.20 a. m. No damage to mails and clerks not injured. Delayed two hours and fifty-five minutes.

December 3.—Fort Worth and Ennis R. P. O., train 43, was delayed two hours by the breaking of an axle under tender of engine at 7.55 a. m. near Midlothian, Tex., and two hours and fifteen minutes by the breaking of a wheel at 10.45 a. m., when near Kennedale, Tex. No damage to mail, car, or clerk.

December 3.—Chicago, Dunbar and Dubuque R. P. O., train 3, collided with a switch engine in the yards at Chicago at 5.50 a. m. Clerks not injured and no damage to mails. Delayed one hour and twenty-five minutes.

December 4.—St. Paul and Helena R. P. O., train 2, was derailed in the Minneapolis, Minn., railroad yards at 12.20 a. m., causing a delay of three hours and twenty minutes. No serious damage to the mail car and clerks not injured.

December 4.—Park Rapids and Sauk Center R. P. O., train 30, was thrown from the track by a broken rail near Clariassa, Minn., at 10.10 a. m. Mail car somewhat damaged, but clerks not injured and no mail damaged. Delayed two hours and fifteen minutes.

December 5.—Detroit and Grand Haven R. P. O., train 18, was wrecked about 1 mile west of Milwaukee Junction at 9 p. m., caused by a misplaced switch. Mail car was badly damaged. Clerks uninjured and no damage to the mails. Delayed three hours and thirty-five minutes.

December 5.—Elmira and Baltimore R. P. O., train 16, was wrecked at Carpenters at 2.46 a. m. The whole train, including the mail car, was badly wrecked, and the mail car was thrown over on its side. Clerks Alfred F. Steese and John A. Scott were slightly injured. No damage to the mail, but it was delayed fifteen hours.

December 5.—New York, Hornellsville and Buffalo R. P. O., train 2, was derailed at 11.02 a. m., between Corning and Painted Post, N. Y. No damage to mail or mail car and clerks not injured. Delayed one hour.

December 5.—Kansas City and La Junta R. P. O., train 5, while pulling into the yards at La Junta, Colo., about 4.40 a. m., ran into an open switch, colliding with the rear end of a freight train, and broke the drawbar out of one end of mail car. No other damage done. Delayed twenty-five minutes.

December 7.—St. Louis and Jackson R. P. O., train 2, while backing into the train shed at Union Station, St. Louis, Mo., collided with the engine of the Missouri Pacific Railway standing on one of the tracks. No loss or damage to the mails and clerks not injured. Delayed only a few minutes.

December 8.—Helena and Spokane R. P. O., train 4, was wrecked by running into a rock slide near Jennings, Mont., about midnight. The postal car was disabled. Clerks not injured and no damage to the mails. Delayed five hours and forty-five minutes.

December 8.—Paris and Weatherford R. P. O., train 6, was wrecked near Buel, Tex., at 6.20 a. m. No damage to mail or mail car and clerk not injured. Delayed four hours and fifteen minutes.

December 9.—Temple and San Angelo R. P. O., train 42, was derailed near Talpa, Tex., at 1.30 a. m., by running over a steer. No damage to mail or mail car and clerk not injured. Delayed two hours.

December 9.—Greenville and Ennis R. P. O., train 3, was wrecked at Kaufman, Tex., at 9.15 a. m., by spreading rails. No damage to mail or mail car and clerk not injured. Delayed three hours and fifty minutes.

December 10.—Louisville and Memphis R. P. O., train 103. At Trimble, Tenn., about 4.25 a. m., the combination car was discovered to be on fire in the baggage end of the car; the flames spread rapidly, and the mail compartment was soon on fire. Most of the mail was destroyed. The car was burned to the floor.

December 11.—Lake Crystal and Eagle Grove R. P. O., train 32, collided with a freight train at the railroad crossing, one-half mile north of Goldfield, Iowa, at 9.50 p. m. No damage to mails and clerk not injured. Delayed one hour and five minutes.

December 12.—Caldwell and Fort Worth R. P. O., train 4, was wrecked near Duncan, Ind. T., caused by someone placing an obstruction on the track on a short curve. Engine and tender went down an embankment and turned completely over. Drawhead between tender and mail car broke, and thus saved the mail car from going down the bank. Letters knocked from cases and scattered, but none damaged. Clerk was thrown against the stove and considerably stunned, but not disabled. Delayed six hours.

December 13.—Buffalo and Pittsburg R. P. O., train 3. The postal car was run against so hard while being drilled in the depot at Pittsburg, Pa., by the engine, as to throw Clerk L. J. Cook, who was at work in the car at the time, against the case, slightly injuring him.

December 13.—Havre and Spokane R. P. O., train 3, ran into a rock slide 2 miles east of Leonai, Idaho, at 12.55 p. m. The postal car was considerably damaged by the accident. Mails not damaged and clerks not injured. Delayed one hour.

December 16.—Norfolk and Rutherfordton R. P. O., train 41, was wrecked near Mathews, N. C., at 10.20 p. m., causing a delay of six hours. No damage to mail, mail apartment, or clerk.

December 17.—Streator and Pekin R. P. O. Clerk A. H. Bridgeman, while accompanying the mail from the depot to the post-office at Streator, Ill., was thrown from the mail wagon, caused by the team attached to the same becoming frightened and running away; was slightly injured.

December 17.—Shreveport and Houston R. P. O., train 1, was wrecked near Houston by colliding with a freight train. Clerk uninjured. The mail car was badly damaged and the mail transferred to another car. Delayed nine hours.

December 18.—Grafton and Cincinnati R. P. O., train 3, was wrecked about 1.30 p. m., near Hamden Junction, Ohio. The postal car was turned over and demolished, the storage end to the center of the car being telescoped by a freight car. Clerk M. V. King was killed and Clerk O. H. Smith so badly injured that he died on the 20th of the same month. The remaining clerk of the crew, Frank E. Shannon, was severely injured. The lamps were broken and the oil running out, the blaze from which threatened to set fire to the car. Shannon extinguished this with a tie sack. Little or no mail was destroyed, although some was slightly damaged.

December 18.—St. Louis and Paducah R. P. O., train 301, was wrecked 2 miles south of Pellonia, Ill., at 2.10 p. m. No mail lost or damaged and clerk not injured. Delayed twenty-five minutes.

December 18.—Monticello and Davenport R. P. O., train 28, was derailed 1 mile north of Bigrock, Iowa, at 7.48 p. m. No damage to the mail and clerk not injured. Delayed three hours and ten minutes.

December 19.—Minneapolis and Council Bluffs R. P. O., train 2, was delayed two hours and thirty minutes, by one of the sleeping cars leaving the track about 1.36 a. m., at Meron, Minn.

December 20.—Washington and Charlotte R. P. O., train 35, was delayed three hours and twenty minutes, caused by the derailment of the engine at Noakesville, Va., at 12.45 p. m.

December 20.—Richhill and Geneseo R. P. O., train 9, was wrecked at 9.50 a. m., 4 miles west of Toronto, Kans. No damage to mail or injury to clerk. Delayed two hours and forty minutes.

December 22.—Washington and Charlotte R. P. O. Clerk W. C. Bowles, while accompanying the mails from the post-office to the depot, was thrown from the mail wagon caused by the running away of horse attached to the same, and slightly injured.

December 22.—Atlanta and Birmingham R. P. O., train 37, was wrecked about 9.40 p. m., between Leeds and Irondale, Ala. No damage to mail or mail car and clerk not injured. Delayed eighteen hours.

December 22.—St. Albans and Troy R. P. O., train 63, was delayed four hours by the breaking of a journal on the engine. No damage to mail or injury to clerks.

December 23.—Memphis and Little Rock R. P. O., train 4, was wrecked near Little Rock, Ark., by running over a mule at 12.30 a. m. No damage to mail or mail car and clerk not injured. Delayed three hours.

December 23.—St. Louis, Louisiana and Kansas City R. P. O., train 49-44, was delayed six hours by being held up by bandits 2 miles east of Independence, Mo. Mail car was not molested.

December 23.—Washington and Charlotte R. P. O., train 37. In shifting cars at the depot at Washington several cars were thrown on side track, striking the postal car with such force as to render the car unserviceable. Mail transferred and delayed two hours. No damage to mail or injury to clerks.

December 24.—York and Baltimore R. P. O., train 14, was wrecked near Sharon Station, Md., at 4.45 p. m. The mail car was thrown from the track against the bank and considerably damaged. Mail badly scattered, but none lost or destroyed. Clerks not injured. Delayed twenty-four hours.

December 24.—Coffeyville and Little Rock R. P. O., train 231, was wrecked near Blackville, Ark., at 10.45 a. m. Postal clerk was badly shaken up, but not injured. No mail lost or damaged. Mail transferred to express car. Delayed two hours.

December 25.—St. Albans and Boston R. P. O., train 50, collided head on with a freight train near railroad station at St. Albans, Vt., at 6.10 a. m. One of the clerks was badly bruised, but not disabled. Mail not damaged. Delayed several hours.

December 25.—Danville and Stuart R. P. O., train 2, was derailed at Shuff, Va., at 7.20 a. m., causing a delay of twelve hours and fifteen minutes. No damage to mail or injury to clerk.

December 28.—New York and Dunkirk R. P. O., train 3. When passing Adrian, N. Y., at 7.45 a. m., the door of a freight car on a switch protruded so far out that it struck the socket that holds the mail catcher, tearing it out, also the door casing and door of the postal car. Clerk W. E. Barlow, who was at the door to make the catch, was somewhat bruised, but not disabled.

December 28.—Boston and Newport R. P. O., train 618, while switching at Taunton, Mass., about 7.50 a. m., collided with another car, the end of the mail car being badly damaged. The letters were thrown from the letter case and some soiled by the contents of hand grenades which were broken. Clerks received a severe shaking up, but none injured. Delayed thirty-five minutes.

December 30.—Long Pine and Deadwood R. P. O. Clerk George Kennedy, while at work in his car in the yards at Chadron, Nebr., was thrown against a corner of the letter case and severely injured by the balance of the train being run against the postal car with great force in switching.

December 30.—Hastings and Oberlin R. P. O., train 142, was wrecked at Long Island, Kans., at 7.15 a. m., caused by the train breaking in two and the rear portion colliding with the first half. The baggage end of combination car was telescoped 8 feet. Clerk D. B. Hollinger was somewhat bruised but not disabled. Mails not damaged. Delayed two and one-half hours.

December 31.—Baltimore and Cherry Run R. P. O., train 218, was derailed by a misplaced switch at McCalls Ferry, Md., at 10.15 a. m. Apartment car slightly damaged. No mail lost or damaged and clerk not injured. Delayed two hours and thirty minutes.

December 31.—Langdon and Grand Forks R. P. O., train 7, was derailed $2\frac{1}{2}$ miles south of Langdon, N. Dak., at 12.35 p. m. No damage to mail and clerk not injured. Delayed two hours and thirty-five minutes.

January 1, 1897.—Keokuk, Humeston and Des Moines R. P. O., train 2, was wrecked $1\frac{1}{2}$ miles south of Norwalk, Iowa, at 7.50 a. m. The apartment car was overturned and landed in the ditch on its side. Some coals fell out of the stove and set fire to several sacks of paper mail. The fire was extinguished by the clerk, but not before one sack containing a few pieces of mail was destroyed. The clerk received a few bruises, but was not disabled. Delayed nine hours and forty minutes.

January 1.—St. Louis and Paducah R. P. O., train 224, was wrecked at East St. Louis, Ill., at 11.15 a. m., by the mail car leaving the track. The mail car was badly wrecked, but no mail was lost or damaged. Mail transferred to the coach.

January 1.—Irvington and Fordsville R. P. O., train 2, was wrecked about 8.30 a. m., near Garfield, Ky. Mail not damaged and clerk not injured.

January 2.—Morris and Brown Valley R. P. O., train 46, was thrown from the track by a broken rail 4 miles east of Beardsley, Minn., at 8 a. m. Clerk A. W. Allen was slightly injured. No mail lost or damaged. Delayed three hours.

January 3.—Campbell and Caruthersville R. P. O., train 4, collided with a fallen tree between Kennett and Pascola, Mo., about 7.30 p. m. No damage to mail and clerk not injured. Delayed ten hours.

January 4.—Greenbay and Winona R. P. O. Clerk Truman B. Orbert, while riding upon the mail wagon to accompany his mail from the Greenbay Junction depot to

the post-office at Greenbay, was struck in the left eye with a missile thrown by some person unknown and disabled for duty for thirty days.

January 4.—St. Paul and Des Moines R. P. O., train 6, was wrecked by a collision near Helena, Minn., at 9.15 p. m. The mail car was disabled for service. Some of the letter mail was slightly soiled by oil from the lamps. Clerks not injured.

January 5.—Washington and Harrisonburg R. P. O., train 9, collided with a freight car, at 12.42 p. m., at Riverton Junction, Va. No damage to mail and clerk not injured. Delayed one hour and thirteen minutes.

January 5.—Lockhart and Yoakum R. P. O., train 43, was wrecked near Gonzales, Tex., at 11.30 a. m. No damage to mail or car and clerk not injured. Delayed two hours.

January 5.—Jacksonville and Tampa R. P. O., train 32, was wrecked at 6.40 p. m. near Fort Brook, Fla. No damage to mail, car, or clerk. Delayed seven and a half hours.

January 5.—Sioux City and Omaha R. P. O., train 3, was derailed at 5.20 p. m. one-half mile north of Bancroft, Nebr. No damage to mails and clerk not injured. Delayed one hour.

January 5.—Minneapolis and Council Bluffs R. P. O., train 3. The postal car, while standing upon the side track at the east end of the Union Depot at Minneapolis, Minn., was run into at 9.15 a. m. by a coach of the Duluth, Milaca and St. Paul line. The postal car was overturned, and the clerks at work in the car at the time somewhat bruised and scratched, but not disabled. Some coal fell out of the stove and set fire to oil spilled from the lamps and the pouches and sacks. The clerks fought the fire and finally extinguished it. A considerable quantity of mail was damaged by fire, water, and oil, and a small amount destroyed.

January 6.—Campbell and Caruthersville R. P. O., train 4, struck a cow near Holcomb, Mo., at 6.25 p. m., derailling and wrecking the engine. No damage to mail, car, or clerk. Delayed three hours.

January 6.—Wadena and Fergus Falls R. P. O., train 10, was derailed in the Fergus Falls railroad yards about 7.45 p. m. No damage to mail, car, or clerk. Delayed one hour and fifteen minutes.

January 7.—St. Vincent and Foston R. P. O., train 13, was wrecked at Donaldson, Minn., at 10.40 a. m. No mail lost or damaged and clerk not injured.

January 8.—Rock Island and St. Louis R. P. O. Clerk William M. Mitchell, while preparing to deliver the mails at Youngstown, Ill., placed his arm on the safety bar, which gave way, causing him to lose his balance and fall out of the car, slightly injuring him.

January 9.—Boston, Providence and New York R. P. O., train 122, jumped a switch at Brayton Crossing, Providence, R. I., about 8.50 a. m., and collided with a switch engine, slightly damaging the mail car. Clerk O. E. Miner, Jr., was slightly injured. Delayed one hour and forty minutes.

January 10.—Bedford and Switz City R. P. O., train 68, was wrecked 15 miles west of Switz City, turning mail apartment partly over, scattering the mail over the car, but not damaging same. The front trucks of mail car being broken, mail was transferred to another car. Delayed five and three-fourths hours.

January 11.—St. Paul and Minot R. P. O., train 4, was wrecked by spreading of the rails $1\frac{1}{4}$ miles east of Carlisle, Minn., at 1.15 p. m. The entire train except the locomotive left the track, the mail car landing on its side in the ditch. Clerks C. G. Thompson and E. H. O'Rourke were severely injured. About fifty letters were soiled and damaged by oil and dirt. Delayed seven hours and twenty-five minutes.

January 13.—Logansport and Keokuk R. P. O., train 3, was wrecked 3 miles west of Sciota, Ill., at 11 a. m., resulting from a broken rail. The entire train left the track, the apartment car being thrown a distance of 50 feet, landing on its side. The car stove was wrenched from its fastenings and thrown against the opposite side of the car, bottom side up. Coals from the stove falling among the canvas sacks and pouches set fire to them, injuring three sacks of paper mail. Clerk W. H. Hipaley was severely injured.

January 14.—Texarkana and Whitesboro R. P. O., train 34, was derailed at Sherman, Tex., at 6.20 a. m., by backing into an open switch. No damage to mail or mail car and clerk not injured. Delayed forty-five minutes.

January 15.—Versailles and Lexington R. P. O., train 172, was wrecked at Nelson, Mo., by rails spreading. No injury to car, clerks, or mails. Delayed two hours and forty minutes.

January 15.—St. Paul and Des Moines R. P. O., train 5, was delayed two hours and forty-five minutes by the breaking of a wheel on the tender of the engine when near Otisco, Minn., at 8 a. m.

January 16.—Texarkana and El Paso R. P. O., train 3, was wrecked near Springdale, Tex., at 10.30 p. m., by a tie placed on the track for the evident purpose of derailling the train. The postal car was badly damaged; it left the trucks; was thrown across the track, breaking in two. All letters were thrown from the cases

and badly scattered, a few of them being damaged by water from the tender and coals of fire which fell out of the stove. Clerk G. W. Ratliff was slightly injured. All connections missed.

January 16.—Pittsburg and Fayette R. P. O., train 26, was wrecked at Braddock, Pa., by colliding with a derailed freight train. No loss or damage to the mail, but Clerk O. S. Jones was severely injured by jumping from the car when the crash came.

January 16.—Bound Brook and Philadelphia R. P. O., train 560, was wrecked at Skillmans, N. J., at 6.50 p. m., by being run into by express train 524. All mail was saved except one registered package. Postal car was demolished. Clerk saved himself by jumping from the car.

January 18.—Fon du Lac and Harvard R. P. O., train 544, collided with a passenger train at Chester, Wis., at 9.20 a. m. Clerk was somewhat bruised but not disabled. No mail lost or damaged. Delayed one hour and forty-seven minutes.

January 20.—St. Paul and Portal R. P. O., train 107, was derailed near the Minnesota Transfer Yards between St. Paul and Minneapolis, Minn., at 9.16 a. m. Clerk uninjured and no loss or damage to the mail. Delayed two hours and thirty minutes.

January 20.—Newton and Galveston R. P. O., train 1, when nearing Booth, Tex., Clerk H. E. Redenbaugh stepped to the door of his car and was struck by a heavy iron nut, which some one had thrown at the train, and slightly injured.

January 21.—Chicago and Duluth R. P. O., train 94, was thrown from the track by a broken rail at Solen Springs, Wis., about 10.30 a. m. Clerk not injured and no mail damaged. Delayed fifty-five minutes.

January 22.—Turkey River and West Union R. P. O., train 226, was derailed at Strunks Crossing, Iowa, at 3.35 p. m. No damage to the mails and clerk not injured. Delayed twenty minutes.

January 22.—La Crosse and Woonsocket R. P. O., train 22. The postal car, while standing across the track of the Chicago, St. Paul, Minneapolis and Omaha Railroad, was run into by a freight car and one side of the car was crushed in from the door to the end of the car. Clerk not injured. The mail was scattered over the floor of the car, and somewhat soiled and damaged by water and dirt. Delayed two hours and five minutes.

January 22.—St. Paul and Watertown R. P. O., train 13, was wrecked 2 miles west of Echo, Minn., at 3.40 p. m. Car slightly damaged. No damage to mails and clerk not injured. Delayed eleven hours.

January 22.—Ishpeming and Chicago R. P. O., train 17, was delayed 2 miles north of Eden, Wis., three hours and forty-seven minutes by the breaking of the front driving wheel of the locomotive, which resulted in breaking the brake rods under the mail car. Mail was thrown from the cases, but received no serious damage.

January 22.—Clayton and Chestertown R. P. O., train 1, was derailed near Kennedyville Station, Md., at 7.30 a. m. No damage to mail and clerk not injured. Delayed three and one-half hours.

January 22.—Cranberry and Johnson City R. P. O., train 3, was wrecked at 1.22 p. m. 4 miles east of Hampton, Tenn., by the parting of the train and the rear portion colliding with the forward. Clerk not injured and no mails damaged. The mail apartment car was considerably damaged.

January 23.—Cedar Rapids and Council Bluffs R. P. O., train 8, ran into the rear end of a freight train at Scranton, Iowa, at 4 p. m. Clerks not injured and no damage to the mails. Delayed one hour and twenty-five minutes.

January 23.—Ashfork and Phoenix R. P. O., train 2, was derailed 2 miles north of Rockbutte (n. o.), caused by spreading rails. No damage to mails and clerk not injured.

January 23.—St. Paul and Helena R. P. O., train 5, was wrecked by a collision with a switch engine at Detroit, Minn., at 4.40 p. m. Mail car slightly damaged. No damage to mails and clerk not injured. Delayed one hour and forty-five minutes.

January 23.—Macon and La Grange R. P. O., train 2, was wrecked 10 miles east of Culloden, Ga., at 10 a. m. No damage to mail, car, or clerk. Delayed two hours and forty minutes.

January 23.—Missoula and Grantsdale R. P. O., train 252, was wrecked at Johnstone Siding, Mont., at 9.50 a. m. No damage to mails and clerk not injured. Delayed two hours and five minutes.

January 23.—Kane and Butler R. P. O., train 70, was wrecked near Shippensburg, Pa., about 3.30 p. m. Clerk W. C. Copley was killed. The mail car was demolished. Mail delayed several hours.

January 24.—Rock Island and St. Louis R. P. O., train 49, collided with an express train at Barstow, Ill., at 7.30 a. m. Clerk not injured and no damage to mails. Delayed one hour and five minutes.

January 25.—Seattle and Portland R. P. O., train 12, was derailed at Tacoma, Wash., at 7 p. m., by switch being partly open. The mail car left the track and was slightly damaged. Mails not damaged and clerk not injured. Delayed two hours.

January 25.—Eufaula and Ozark R. P. O., train 23, was wrecked 1½ miles south of

Louisville, Ala., at 7.40 p. m. No damage to mail, car, or clerk. Delayed ten hours and thirty minutes.

January 25.—St. Louis and Jackson R. P. O., train 4, when about 2½ miles north of Baldwin, Ill., caught fire behind the stove and before it could be extinguished did considerable damage. Delayed one hour and ten minutes.

January 25.—New York and Pittsburg R. P. O., train 1, at 8.25 p. m., when 2 miles west of Altoona, Pa., the drawhead of an express car pulled out and a slight collision occurred between the separate parts of the train. No damage to mail, car, or clerks. Delayed one hour and fifteen minutes.

January 25.—Helena and Spokane R. P. O., train 1, was delayed two hours and thirty minutes 1 mile west of Lloyd, Mont., by the breaking of the driving rod on the locomotive.

January 26.—New York and Hackettstown R. P. O., train 22, ran into an open switch in the Hoboken yard and collided with another train at 9.04 a. m. No damage to mail or mail car. One of the clerks was slightly bruised but not disabled.

January 26.—Cleveland, Fort Wayne and Chicago R. P. O., train 3, collided with another train near Twenty-fourth street, Chicago, Ill. Postal car slightly damaged. No damage to mail, and clerk not injured. Delayed fifty-five minutes.

January 26.—Fort Worth and Brownwood R. P. O., train 1, was wrecked in the Fort Worth, Tex., yards by running into a misplaced switch. Mail car considerable damaged, and mail transferred to another car. Clerk knocked down but not injured. The mail was thrown from the letter case and scattered but not damaged. Delayed one hour.

January 27.—Chicago, Elroy and St. Paul R. P. O., train 4, while being switched in the Union Depot at St. Paul, Minn., about 8.10 a. m., the mail car was run back against the balance of the train with such force as to break the car platform. Clerks on duty were thrown to the floor and considerably bruised but not disabled. Several packages of registered mail were soiled and damaged by oil from the lamps and by water.

January 27.—St. Paul and Watertown R. P. O., train 13, was wrecked at Morton, Minn., by the breaking of the front trucks under the mail car. Run completed in baggage car. Clerk not injured and no damage to mail. Delayed 45 minutes.

January 27.—Omaha and Ogden R. P. O., train 1, collided with the middle of train 2 when the latter train was passing onto the side track at Tie Siding, Wyo., at 12.46 a. m. Clerks not injured and no mails damaged. Trains delayed four hours and ten minutes.

January 28.—Spokane and Portland R. P. O., train 1, collided with train 2 at Lake Siding, 26 miles east of Pasco, Wash., at 5.10 a. m. Mail car on train 1 was telescoped about 8 feet and front platform of car on train 2 damaged. Clerks not injured and no damage to mail except some letters in car of No. 1 slightly soiled with oil. Train 1 delayed five hours and ten minutes and train 2 five hours and twenty-five minutes.

January 29.—Portland and San Francisco R. P. O., train 15, was held up by robbers 2 miles south of Roseburg, Oreg. Seattle, Victoria, and Portland registered pouches were rifled. Some mail was damaged by fire and water.

January 30.—Ashfork and Phoenix R. P. O., train 2, was derailed near Rockbutte (n.o.), 18 miles south of Ashfork, Ariz. No damage to mails, car, or clerk. Delayed two hours and ten minutes.

January 31.—Temple and San Angelo R. P. O., train 51, was wrecked near Coleman Junction (n.o.), at 11.45 p. m. No damage to mail or mail car and clerk not injured. Delayed eight hours and fifty-five minutes.

January 31.—Spokane and Seattle R. P. O., train 3, was wrecked at 10.45 p. m. near Wenatchee, caused by the rear truck of the mail car leaving the track. No damage to mails, and clerk not injured. Delayed sixteen hours.

February 1.—St. Louis and El Dorado R. P. O., train 202, was wrecked in the tunnel between East St. Louis and St. Louis at 7.10 p. m. No mail lost or damaged and clerk not injured. Delayed two hours and forty minutes.

February 1.—Crookston and Fargo R. P. O., train 71, was derailed 2 miles south of Georgetown, Minn., at 10.45 a. m. No damage to mails and clerk not injured. Delayed twenty hours.

February 1.—St. Vincent and Fosston R. P. O., train 13, was wrecked by a broken rail at Shirley Junction (n.o.), 7 miles north of Crookston, Minn., at 8.10 a. m. No mail lost or damaged and clerk not injured. Delayed six hours and thirty-five minutes.

February 1.—St. Louis and Texarkana R. P. O., train 53, was wrecked by running into an open or spiked switch at Hope, Ark. Mail car was slightly damaged. No mail lost or damaged and clerks not injured. Delayed five hours and ten minutes.

February 1.—Denver and Ogden R. P. O., train 1, was partly derailed near Leadville, Colo., about 7.30 p. m. Mail transferred to another car and service completed through to Grand Junction. Its connection at that point was missed.

February 3.—Chicago and St. Louis R. P. O., train 45, was derailed while passing through the city of Chicago at 4.45 p. m. and again at 5.25 p. m., caused by broken wheel under postal car. No damage to mails or injury to clerks. Delayed two hours and forty minutes.

February 3.—Kenova and Bluefield R. P. O., train 11, was wrecked by a rear-end collision in tunnel near Dinges, W. Va., at 1.05 p. m. The mail apartment was slightly damaged. No damage to mails and clerk not injured. Delayed one hour.

February 4.—Dubuque and Mendota R. P. O., train 131, was delayed one hour and fifty minutes by being derailed in the yards at Freeport, Ill., at 3.20 p. m.

February 5.—Appleton and Milwaukee R. P. O., train 1, was delayed two hours and fifty minutes by an accident to the engine 1 mile south of Ulao, Wis., at 7.35 a. m.

February 6.—Fort Worth and Ennis R. P. O., train 44, was derailed in the yards at Fort Worth, Tex., at 6.15 p. m., by running into an open switch. No damage to mail or mail car, and clerk unhurt. Delayed one hour and forty-five minutes.

February 6.—Ishpeming and Chicago R. P. O., train 17. The postal car while standing in the yards at Chicago a short time before the train was due to leave was run into by car while making a flying switch and Clerks H. C. Smith and P. J. Garbrecht thrown down and more or less bruised.

February 6.—Lyons and Williamsport R. P. O., train 1, struck a tree which had fallen across the track near Cedar Run, Pa., at 1.15 p. m. The car rolled down an embankment 20 feet and was badly wrecked. No mail lost and clerk not injured. Delayed three hours and fifteen minutes.

February 7.—Portland and San Francisco R. P. O., train 16, collided with train 15 at Nord, Cal., at 3.18 a. m. No damage to mail, mail car, or clerks. Delayed three hours, and train 15 nine hours.

February 7.—Minot and Butte R. P. O., train 23, was wrecked 1 mile east of Woodville, Mont., at 8.25 a. m., caused by spreading rails. Delayed three hours and twenty minutes.

February 7.—Baltimore and Pittsburg R. P. O., train 9, was wrecked by running into a landslide near Layton, Pa., at 5.10 a. m. No mail lost or destroyed and clerk not injured. Postal car slightly damaged. Delayed two hours and thirty minutes.

February 8.—Creston and Cumberland R. P. O., train 141, was derailed in the Creston yards at 7.30 a. m. No damage to mails and clerk not injured. Delayed forty-five minutes.

February 8.—Albuquerque and Los Angeles R. P. O., train 1, was held up at Nelson Siding, Ariz., about 10.30 p. m. The postal car was entered by the robbers and nine registered packages taken.

February 8.—Baltimore and Pittsburg R. P. O., train 6, was wrecked at 10.29 a. m. at Confluence, Pa., by colliding with a freight train. The postal car was considerably damaged, but no mail lost or damaged and clerk not injured. Delayed one hour and thirty-five minutes.

February 9.—Albuquerque and Los Angeles R. P. O., train 1, was derailed at Luna, N. Mex., caused by misplaced switch. Mail car was thrown on its side and end containing letter cases, where clerk was at work, was telescoped for about 20 feet by baggage car. The clerk was slightly injured. Some mail was damaged by oil from broken lamps and water from the engine. Delayed twelve hours and fifteen minutes.

February 9.—Omaha and Ogden R. P. O., train 2, while passing through the city of Omaha, was derailed at 4.40 p. m., caused by a misplaced switch. One postal car was badly wrecked. Clerks not injured and mails not damaged.

February 9.—Cape Girardeau and Hunter R. P. O., train 1, was derailed 2 miles east of Arbor, Mo., at 7.55 a. m. No loss or damage to the mails, and clerk not injured. Delayed two hours and twenty-five minutes.

February 9.—Northport and Spokane R. P. O., train 2, was wrecked near Marcus, Wash., at 2.45 p. m., caused by rock on track and spreading rails. Clerk received a shaking up but not injured. Mails uninjured. Mail car slightly damaged. Delayed two hours and forty-five minutes.

February 10.—East Radford and Norton R. P. O., train 15, was wrecked at 2.05 p. m. by running into a landslide near Castlewood, Va. The mail car was slightly damaged. No mails damaged and clerk not injured.

February 11.—Ashfork and Phoenix R. P. O., train 2, was derailed 9 miles north of Peoria, Ariz., at 9.50 a. m., caused by spreading rails. Mail car slightly damaged. No damage to mails and clerk not injured. Delayed nine hours and twenty minutes.

February 11.—Leavenworth and Topeka R. P. O., train 102, was wrecked 2½ miles west of Okaloosa, Kans., at 9.40 a. m. No mails lost or damaged and clerk not injured. Delayed three hours.

February 12.—Ashfork and Phoenix R. P. O., train 2, was derailed 13 miles south of Ashfork, Ariz., at 5.50 p. m., by spreading rails. Clerk not injured and no damage to mails or mail car. Delayed three hours and fifteen minutes.

February 12.—Creston and Peggalls R. P. O. About 7 a. m. the engine was backed with such force against the postal car as to knock the water-cooler from its place, and the same falling on clerk A. P. Prioleau, injured him to such an extent as to disable him from duty for twenty-four days.

February 12.—Wichita and Englewood R. P. O., train 458, was wrecked $3\frac{1}{2}$ miles west of Mulvane, Kans., about 2.45 p. m. No mail lost or damaged and clerk not injured.

February 12.—St. Louis and Council Bluffs R. P. O. was wrecked 2 miles west of Bedison, Mo., at 9.16 p. m., caused by a broken rail. No mails lost or damaged and clerks not injured. Delayed five and one-half hours.

February 13.—Chicago, Decatur and Quincy R. P. O. As the train was approaching Camp Point, Ill., Clerk S. E. Snow, by a sudden lurch of the car, was thrown headlong through the door to the ground. He was disabled for duty for twenty-one days.

February 13.—Conway Springs and Larned R. P. O., train 494, was wrecked about 3 miles east of Preston, Kans., at 3.30 p. m. Clerk not injured and no damage to mail or mail car. Delayed six and a half hours.

February 13.—Havre and Spokane R. P. O., train 4, was derailed 5 miles east of Columbia Falls, Mont., at 1.15 p. m. No damage to mail, car, or clerk. Delayed one hour and thirty minutes.

February 13.—Sedalia and Warsaw R. P. O., train 4, was wrecked 4 miles north of Lincoln, Mo., at 1.30 p. m., caused by spreading rails. Mail car was demolished, but only a small amount of second-class matter damaged by water used in putting out fire, which resulted from stove. Clerk John W. Stoker was slightly injured. Mails delayed one hour.

February 13.—Montandon and Bellefonte R. P. O., train 112, was delayed thirty-seven minutes by the breaking of wheel and truck frame of car at 2.48 p. m. at Lindenhall, Pa., necessitating a transfer of the mail to baggage apartment in which run was completed.

February 13.—South Bend and Streator R. P. O., train 1, was derailed 3 miles west of Kankakee, Ill., at 10.25 a. m. No damage to mails and clerk not injured. Delayed two hours.

February 14.—Ashfork and Phoenix R. P. O., train 1, was wrecked at 9.05 a. m., 4 miles south of Rock Butte (n. o.), Ariz. No damage to mails and clerk not injured. Delayed four hours and forty-five minutes.

February 15.—Memphis and New Orleans R. P. O., train 22, was wrecked 2 miles north of St. Rose, La., at 8.51 a. m., by colliding with a freight train. No damage to mail, car, or clerk. Delayed three hours.

February 15.—Kansas City, Salina and Pueblo R. P. O., train 8, was wrecked 1 mile west of Osawatimie, Kans., at 2.40 p. m., caused by running into an open switch. Postal car slightly damaged. No mails lost or damaged and clerk not injured. Delayed one hour and forty minutes.

February 16.—Cleveland and Pittsburg R. P. O., train 341, collided with a freight train near Alliance, Ohio, at 2.45 a. m. Front end of mail apartment was demolished. Mail not damaged. Clerk F. W. Weigand was slightly injured. Delayed three hours and twelve minutes.

February 17.—Highpoint and Ashboro R. P. O., train 42, was derailed at Randleman, N. C., at 5.55 p. m. No damage to mail or mail car, and clerk not injured. Delayed six hours.

February 18.—Hannibal and Gilmore R. P. O., train 1, ran into an open switch in the Gilmore, Mo., yards, at 9.20 a. m. No damage to mail or mail car, and clerk not injured.

February 18.—Colorado Springs and Aspen R. P. O., train 6, was wrecked near Lidderdale Station, Colo., at 4.06 p. m. No mail lost or damaged and clerk not injured. Delayed forty minutes.

February 20.—Sedalia and Denison R. P. O., train 2. While switching in the Denison, Tex., yards, at 1.57 p. m., the postal car collided with some other cars with such force that Clerk Edward T. Wells, who was at work in the car at the time, was thrown against the corner of pouch rack and severely injured. All letters in the end case were thrown to the floor and some slightly damaged by oil from the lamps.

February 20.—Sidell and Olney R. P. O., train 27, was derailed 1 mile south of Brocton, Ill., at 12.05 p. m., caused by spreading rails. No mail lost or damaged and clerk not injured. Delayed eight hours.

February 21.—St. Louis and Texarkana R. P. O., trains 52 and 56, collided near Summit, Mo., at 5.25 a. m. Clerk Arthur L. Cave was severely injured. Clerk J. B. Proctor was slightly injured, but not disabled. City Distributor Keigesman, of the St. Louis (Mo.) post-office, was quite badly hurt. No mail lost, but some paper mail damaged by water. The vestibules of both these cars were damaged to some extent, and the running gear of the cars also damaged; the interior, however, remained intact. Run in train 56 was abandoned and run completed in train 52, all connections at St. Louis being missed. Train 53 was delayed four hours and fifty minutes.

February 21.—Monett and Paris R. P. O., train 6, was wrecked near Rodney, Ind. T., at 1.40 p. m. No damage to mail or mail car, and clerk not injured. Delayed thirty minutes.

February 21.—Boundary Line and St. Paul R. P. O., train 10, was derailed near Breckenridge, Minn., at 5.30 a. m. No damage to mail, mail car, or clerk. Delayed two hours and forty minutes.

February 22.—Hinton and Cincinnati R. P. O., train 1, was derailed by running into a washout 4 miles west of Springville, Ky., at 5.47 a. m. Clerks J. W. Conner, F. A. Braley, and John L. Guyle were severely injured. No mail or equipment lost, but considerable mail was damaged by mud and water.

February 22.—St. Louis and Burrton R. P. O., train 1, was wrecked near Allenton, Mo., at 9.40 a. m. Clerks not injured and mails not damaged. Delayed thirty minutes.

February 22.—Glen Campbell and Cresson R. P. O., train 704, was derailed at Ebensburg, Pa., at 10 a. m. Clerk J. M. Foreman was severely injured. No damage to mail or mail car. Delayed two hours.

February 22.—Centralia and Ocosta R. P. O., train 105, ran into a herd of cattle between South Aberdeen Station and West Aberdeen Station at 7.32 p. m., derailing the engine and one coach. No damage to mails or injury to clerk. Delayed fifteen hours.

February 24.—St. Louis and Burrton R. P. O., train 1, was wrecked at Tyson (n. o.), Mo., at 9.30 a. m. Mail car slightly damaged and some letters slightly damaged by oil. Clerks not injured. Delayed seventeen hours and thirty-five minutes.

February 24.—Chattanooga, Rome and Atlanta R. P. O., train 14, collided with a switch engine near Atlanta, Ga., at 11.45 p. m. No damage to car, mail, or clerk. Delayed one hour and ten minutes.

February 24.—Port Huron and Chicago R. P. O., train 6, was derailed near Forty-ninth street, Chicago, Ill. Clerks not injured. No mail lost or damaged. Delayed three hours.

February 25.—Boston and Troy R. P. O., train 4, was wrecked near Shelburne Falls, Mass., at 10.37 a. m. No injury to clerks other than a severe shaking up. Mails not damaged. Delayed four and one-half hours.

February 25.—Minot and Butte R. P. O., train 23, was derailed at 6.45 a. m. in the Great Falls, Mont., yards. No damage to mails or injury to clerk. Delayed thirty-five minutes.

February 25.—Eland and Merrillan R. P. O., train 131, was derailed near Kelley, Wis., at 11.45 a. m. No damage to mail or mail car and clerk not injured. Delayed one hour and thirty-five minutes.

February 25.—Willmar and Sioux City R. P. O., train 61, was derailed 1 mile south of Clara City, Minn., at 4.45 a. m. The mail car was slightly damaged; a few letters were soiled by oil and dirt. Clerk not injured. Delayed twenty-four hours.

February 26.—Denver and Fort Worth R. P. O., train 1, was wrecked near Elizabeth, Colo., at 11.40 a. m. No damage to mail or mail car and clerk uninjured. Delayed four hours and a half.

February 26.—Terre Haute and Peoria R. P. O., train 6, was delayed at Ulrich, Ill., at 4.20 p. m. Clerk not injured and no damage to mails. Delayed three hours and twenty-five minutes.

February 26.—Clarksburg and Lanes Bottom R. P. O., train 6, was wrecked at Patterson, W. Va., by colliding with freight train at 4 p. m. Mail apartment slightly damaged. No damage to mail or injury to clerk.

February 26.—Conroe and Navasota R. P. O., train 35, was derailed near Bobbin, Tex., at 2.45 p. m. No damage to mail or mail car and clerk not injured. Delayed twelve hours.

February 26.—Beaumont and Arkansas City R. P. O., train 305, was delayed six hours and thirty minutes by the breaking down of a freight car in the train at 2.35 p. m. near Beaumont, Kans. No mail lost or damaged and clerk not injured.

February 27.—Ashboro and Aberdeen R. P. O., train 42, was derailed between Asbury and Utah, N. C., at 4 p. m. The mail car was slightly damaged, but no injury to clerk or damage to mails. Slight delay.

February 28.—Coffeyville and Little Rock R. P. O., train 231, was derailed at Fort Smith, Ark., at 3.07 p. m. No damage to mail or mail car and clerk not injured. Delayed one hour.

March 1.—Minot and Butte R. P. O., train 23, was derailed in the railroad yards at Great Falls, Mont., at 3.50 a. m. No mail lost or damaged and clerk not injured. Delayed five hours and forty minutes.

March 1.—Leeds and Jamestown R. P. O., train 132, was wrecked about 4 miles south of Minnewankon, N. Dak., at 11.57 a. m. Clerk not injured and no mail damaged. Delayed one hour and twenty-three minutes.

March 3.—Independence and Cedarvale R. P. O., train 264, was wrecked in the yards at Independence, Kans., at 12.33 p. m. No mail lost or damaged and clerk not injured.

March 4.—St. Louis and Texarkana R. P. O., train 55, was wrecked by being struck by a landslide near Jefferson Barracks, Mo., at 8.55 p. m. There were two full rail-

road post-office cars in the train, and both were damaged to some extent as far as the running gear and vestibules were concerned, but no damage to interior. Clerks not injured. No mail lost, but a considerable amount of paper mail damaged by water. Train abandoned.

March 4.—Huntingdon and Cumberland R. P. O., train 2, was derailed 1 mile south of Saxton, Pa., at 5.30 p. m. No injury to clerk or damage to mail or car. Delayed three hours and thirty minutes.

March 4.—Kansas City and Denver R. P. O., train 4, collided with a freight train at Mirage, Colo., at 1.27 a. m. No mail lost or damaged and clerks not injured. Delayed five hours.

March 5.—St. Louis and Kansas City R. P. O., train 4, was wrecked near St. Aubert, Mo., about 7 p. m., by running into a landslide at a speed of 30 miles per hour. The postal car was telescoped by the tender of engine, immediately took fire, and the car, together with its entire contents, was consumed. When the crash came clerks E. S. Vance and W. A. Rosenberger found themselves pinioned in the debris. Clerk Vance succeeded in extricating himself and endeavored to release Rosenberger, but was unsuccessful. He called for assistance, and the conductor and one other party responded, but their united efforts were unable to extricate Rosenberger. By this time the flames had gained such headway, they were compelled to abandon the car and leave him to his horrible fate, that of being cremated alive. When the debris had been cleared away, the only part of his body found was the charred portion of the skull and collar bone. Clerk Vance was but slightly injured.

March 6.—Chicago and Cincinnati R. P. O., train 34, ran into a washout near Fairland, Ind., about 4.30 a. m. The letter and paper cars were somewhat damaged, but the mail was not damaged and clerks not injured. Train arrived at Cincinnati eleven hours late.

March 6.—St. Paul and Minot R. P. O., train 3, was wrecked at Mallory, Minn., at 8.50 a. m., caused by obstruction of the track with snow. The mail car was thrown violently from the track and the forward end crushed in. Clerks John O. Wanvig and C. A. McCabe were slightly injured. Some mail was damaged with oil and dirt but none lost or destroyed. Delayed twenty-one hours and fifty minutes.

March 6.—Philadelphia and Frankford R. P. O., car 2929, collided with a passenger car at Hancock and Berks streets, Philadelphia, Pa., about 10 a. m. The car was damaged so it had to be taken off the run. Clerk not injured. Delayed twenty minutes.

March 6.—Council Bluffs and Kansas City R. P. O., train 21, collided with a freight train at Beverly, Mo., at 12 o'clock noon. Postal car disabled but no damage to mail or injury to clerk. Delayed four hours and fifteen minutes.

March 8.—Lynchburg and Durham R. P. O., train 35, was derailed 2 miles north of Naruna, Va., at 6 p. m., causing a delay of thirty-seven minutes. Car not damaged and clerk not injured.

March 9.—Des Moines and Kansas City R. P. O., train 3, ran into a herd of cattle 5 miles west of Macon, Mo., about 3.30 p. m., causing rails to spread derailing train. No mail lost or damaged and clerk not injured. Delayed six hours and forty minutes.

March 9.—Cairo and New Orleans R. P. O., train 4, collided with a freight train at East Cairo, Ky., at 1.22 a. m. Mail car badly damaged. No mail lost or damaged. Clerks Joseph E. Cain and Marcus C. Hale were slightly injured.

March 9.—Havre and Spokane R. P. O., train 3, was wrecked 34 miles west of Essex Station (n. o.), Montana, at 11.30 a. m., caused by spreading rails. No loss or damage to mails and clerk not injured. Delayed four hours.

March 9.—Chicago and Evansville express train 5 (Chicago and Eastern Illinois Railway), carrying closed mails, while passing over a high embankment bordering the White River between Decker and Hazleton, Ind., was precipitated into the river. The baggage car containing the mail sunk at once, being entirely covered with water. A break occurred about the middle of the car and some of the mail was washed away. Most of the mail, however, after remaining in the water from sixteen to twenty-four days, was recovered, dried, and forwarded to destination.

March 10.—St. Paul and Minot R. P. O., train 7, was wrecked by the breaking of a wheel under the mail car at Churchs Ferry, N. Dak., about 5.55 a. m. No mail lost or damaged and clerk not injured. Delayed two hours and thirty minutes.

March 10.—Havre and Spokane R. P. O., train 4, was derailed at Oregon Railway and Navigation Junction, Washington, at 1.05 p. m. No damage to mail or mail car or injury to clerk. Delayed one hour and ten minutes.

March 11.—Wallace and Spokane R. P. O., train 6, was derailed at switch west of Osburn, Idaho, at 8.30 p. m. No loss or damage to mails, and clerk not injured. Mail car slightly damaged. Delayed two hours and five minutes.

March 11.—Washington and Hinton R. P. O., train 3, was derailed at Steele, Va., at 7.15 p. m. No damage to mail or mail car, and clerk not injured. Delayed one hour and thirty minutes.

March 11.—Fargo and Edgeley R. P. O., train 104, was wrecked 8 miles west of Lamoure, N. Dak., at 6.15 p. m. Clerk unharmed, and no loss or damage to the mails. Delayed twenty-six hours.

March 11.—Minneapolis and Council Bluffs R. P. O., train 1, was delayed three hours near Henderson, Minn., caused by the breaking of a drive wheel of the locomotive at 10.17 p. m. No damage to mail, mail car, or clerk.

March 12.—Ashboro and Aberdeen R. P. O., train 41, was derailed near Ashboro, N. C., at 12.30 p. m. Clerk slightly injured by jumping. No loss or damage to mails. Slight delay.

March 12.—St. Louis and Paducah R. P. O., train 302, was wrecked at a trestle between Carbondale and Murphysboro at 4.15 p. m. No damage to mail, mail car, or clerk. Delayed three hours and a half.

March 13.—Rock Island and St. Louis R. P. O., train 42, ran into a train of flat cars at Bossell, Mo., at 8.40 p. m. Clerks not injured and no damage to mails.

March 13.—Covington and Gordon R. P. O., train 24, was derailed in railroad yards at Eatonton, Ga., at 4.30 p. m. No damage to car, clerk, or mail. Delayed six hours.

March 13.—Chattanooga, Rome and Atlanta Express, train 8, was wrecked at Rome, Ga. One pouch of mail from Chattanooga to Rome was burned up in baggage car.

March 13.—Grandin and Willow Springs R. P. O., train 503, was wrecked 3 miles west of Hunter, Mo., about 12.30 p. m. All letter mail was thrown from the case to the floor but none lost or damaged. Clerk not injured. Delayed several hours.

March 13.—San Antonio and Corpus Christi R. P. O., train 22, was wrecked by running into an open switch near Corpus Christi, Tex., at 7.15 p. m. No mail lost or damaged. Postal clerk slightly bruised but not disabled. Mail apartment car slightly damaged. Delayed one hour and forty minutes.

March 14.—Havre and Spokane R. P. O., train 4, collided with a freight train at 4.20 a. m., near Bearcreek Station (n. o.), Mont. Clerk not injured and mail not damaged. Delayed three hours.

March 15.—Boundary Line and St. Paul R. P. O., train 10, was wrecked about 2 miles east of Hancock, Minn., about 3.55 a. m. No damage to mails and clerk not injured. Delayed ten hours.

March 15.—Morristown and Corryton R. P. O., train 2, was wrecked 1 mile east of Corryton, Tenn., at 5.50 p. m., by spreading rails. Apartment car was thrown on its side and the mails considerably scattered. A few registered packages were slightly damaged by oil. Clerk severely shaken up but not disabled.

March 15.—St. Paul and Watertown R. P. O., train 14, was derailed 2 miles west of Franklin, Minn., at 1.08 p. m., caused by spreading rails. No damage to mails and clerk not injured. Delayed twelve hours and forty minutes.

March 17.—Alexandria and Lake Charles R. P. O., train 2, was wrecked near Woodworth at 1.05 p. m., caused by spreading rails. No damage to mail or mail car and clerk not hurt. Delayed ten hours.

March 18.—Owosso and Muskegon R. P. O., train 41, was derailed near Greenville, Mich., about 5 p. m. Mail car damaged, but no injury to clerk or damage to mail.

March 18.—Sedalia and Warsaw R. P. O., train 4, was wrecked one-half mile south of Habury Station (n. o.), Mo., at 1.50 p. m. No loss or damage to mails and clerk not injured. Delayed two hours and thirty-five minutes.

March 19.—Park Rapids and Sauk Center R. P. O., train 31, was delayed six hours by engine and box car becoming derailed at 4.50 p. m., at Brickyard Spur, Minn. (n. o.).

March 20.—New York and Grafton R. P. O., train 2, was wrecked at Youghiogeny Bridge, 1 mile west of Oakland, Md., at 7.50 a. m., caused by postal car jumping the track. Truck of postal car was broken and frame strained. No damage to mails or injury to clerk. Mail Weigher C. W. Davis was slightly injured.

March 20.—Lincoln and Manhattan R. P. O., train 45, was wrecked at 11.50 a. m., 1 mile north of Cleburne, Kans. No loss or damage to mails and clerk not injured. Delayed twenty-five minutes.

March 20.—McGehee and Warren R. P. O., train 208, was derailed near Halley, Ark., at 11.28 a. m., caused by spreading rails. No damage to mail or mail car and clerk not injured. Delayed about four hours.

March 21.—Rock Island and St. Louis R. P. O., train 50, was derailed at Ipava, Ill., at 1.26 p. m., caused by spreading rails. No damage to mails and clerks not injured. Delayed three hours.

March 21.—Sidell and Olney R. P. O., train 28, was derailed one-half mile north of Willow Hill, Ill., at 9.30 a. m., caused by track spreading. Clerk not injured and mails not damaged. Delayed two hours and twenty minutes.

March 22.—Omaha and Ogden R. P. O., train 4, collided with the rear end of a freight train near Green River, Wyo., at 2.38 a. m. Clerks not injured and mail not damaged. Delayed nine hours and fifteen minutes.

March 22.—Longpine and Deadwood R. P. O., train 3, was derailed at 9.50 a. m. at Sturgis, S. Dak. Clerk not injured and mail not damaged. Delayed one hour and thirty-five minutes.

March 23.—Keokuk and Clayton R. P. O., train 2, was derailed between Bowen and

Chattan, Ill., at 5.15 p. m. Clerk Thomas H. Dunlap was severely cut about the head, face, and one hand, but not disabled. No mail lost or damaged. Delayed four hours.

March 23.—Newport and Springfield R. P. O., train 49, was wrecked near Chicopee, Mass., at 8.08 p. m. by colliding with a box car which stood on the main track. Clerk A. W. Simpson was slightly injured. Mail car badly damaged. Delayed four hours.

March 24.—Plattsburg and Saranac Lake R. P. O., train 1, was wrecked near Lyon Mountain, N. Y., at 9.30 a. m. No damage to mail. Clerk E. E. Trunbull was slightly injured. Mail delayed one hour.

March 24.—Charlotte and Atlanta R. P. O., train 11, was derailed 1 mile north of Blacksburg, S. C., at 2 p. m. Clerk R. E. Mansfield was severely injured. Postal car slightly damaged. No mail lost or damaged. Delayed three hours and twenty minutes.

March 25.—Snmas City, New Whatcom and Seattle R. P. O., train 2, was wrecked at 2.25 p. m., 11 miles south of Fairhaven, Wash., caused by tree falling on mail car and breaking in roof. Clerk not injured. Delayed twenty-one hours and forty minutes.

March 25.—St. Louis and Kansas City R. P. O., train 10, was delayed five hours and thirty minutes by tender being derailed by a broken axle 6 miles west of Little Blue. No mail lost or damaged and clerk not injured.

March 25.—Versailles and Lexington R. P. O., train 172, was wrecked at Waverly, Mo., about 10.45 a. m.; caused by an open switch. No mail damaged and clerk not injured. Delayed three hours and forty-five minutes.

March 25.—Paris and Weatherford R. P. O., train 5, collided with a freight train at Ladonia, Tex., at 6.12 p. m. Clerk not injured and mail not damaged. Mail car scarred to some extent, but not seriously damaged.

March 26.—Boundary Line and St. Paul R. P. O., train 9, collided with a freight train near Merrifield, N. Dak., at 8.45 a. m. The front end of the mail car was broken in and telescoped by the water tank, completely disabling the car. A considerable quantity of paper mail was damaged by water from the water tank, but none lost. Clerks not injured. Delayed six hours and fifteen minutes.

March 27.—Lincoln and Alma R. P. O., train 49, ran into an open switch at Stromsburg, Nebr., at 8.25 p. m., and collided with some box cars. Clerk was thrown violently against the letter case and slightly injured. No damage to mail.

March 27.—Galesburg and Havana R. P. O., train 1, was derailed near London Mills, Ill., at 9 a. m.; caused by defective track. Clerk not injured, and mail not damaged. Delayed twenty minutes.

March 28.—Texarkana and El Paso R. P. O., train 4, was derailed at 5.10 a. m. near Iatan, Tex., by running into an engine at water tank. Front end of mail car was considerably damaged. A few letters were slightly damaged by water, but none lost. Clerk H. W. McCool was slightly bruised. Delayed six hours.

March 28.—Little Rock and Alexandria R. P. O., train 221, was derailed near Pollock, La., at 10.10 p. m., by running over some stock. No damage to mail or mail car. Clerk uninjured. Delayed one hour and fifteen minutes.

March 29.—Minot and Butte R. P. O., train 4, collided with a freight train at Stanley Station (n. o.), N. Dak., at 6.30 a. m. Clerk not injured, and no damage to mail. Delayed three hours and twenty minutes.

March 29.—Hastings and Cologne R. P. O., train 203, was delayed five hours and forty minutes between Farmington and Lakeville, Minn., caused by the breaking of a drive wheel on the engine. Clerk not injured, and no damage to mail or mail car.

March 30.—Rincon and Silver City R. P. O., train 822, was wrecked 1 mile east of Silver City, N. Mex., at 9.15 a. m. No mail lost or damaged and clerk not injured. Delayed seven hours and twenty-five minutes.

March 30.—Cape Girardeau and Hunter R. P. O., train 6, was wrecked at 5.25 p. m., about 1½ miles east of Taskee Station. No damage to mail or clerk. Mail transferred to hand car and carried to Chaonio. No service between that point and Cape Girardeau.

March 31.—Winona and Osage R. P. O., train 2, was derailed 2 miles south of Predmore, Minn., at 8.50 a. m., by a loosened car wheel. Mail car disabled and mail transferred to a box car. Clerk uninjured and mail not damaged. Delayed one hour.

March 31.—Portland and Airlie R. P. O., train 35, was derailed near Sherwood, Oreg., at 5.30 p. m., by spreading rails. Clerk not injured and no damage to mail or mail car. Delayed two hours.

April 1.—Charlotte and Atlanta R. P. O., train 36, was wrecked 5 miles north of Atlanta, Ga., at 1.30 a. m., by colliding with a freight train. No damage to mail or mail car and clerk not injured. Delayed seven hours.

April 1.—F. B. Lawton of the Appleton and Milwaukee R. P. O., and Frank H. Dwinell of the Ishpeming and Chicago R. P. O., while accompanying their mail from the depot to the post-office at Milwaukee, Wis., the horses attached to the mail wagon became frightened and ran away and both clerks thrown violently to the pavement and severely injured.

April 3.—New York and Washington R. P. O., train 58, while being drilled in the depot at Washington about 3.03 p. m., the postal car was run with great force against the baggage car, and clerk E. P. Davis, who was at work in the car at the time, was thrown against the letter case and slightly injured.

April 3.—Cheyenne and Huntington R. P. O., train 1, was wrecked at Malad Bridge (n. o.), between Toponisi and Bliss, Idaho, at 8.10 a. m. Clerks not injured and no damage to the mails. Delayed nine hours.

April 6.—Salina and Oakley R. P. O., train 84, was wrecked at 12.38 p. m., about 4 mile east of Luray, Kans. Mail car slightly damaged. Clerk J. H. Thompson escaped with a slightly burned hand. Delayed several hours.

April 6.—Grandin and Willow Springs R. P. O., train 504, was wrecked about 2 miles west of Chilton, Mo., at 3.15 p. m. No damage to mails and clerk not injured. Delayed eight hours.

April 6.—Fort Madison and Ottumwa R. P. O., train 2, was derailed 2 miles east of Batavia, Iowa., at 4.38 p. m. No damage to mails and clerk not injured. Delayed one hour and thirty minutes.

April 8.—Danville and Stuart R. P. O., train 2, was derailed near Cascade, Va., at 9.25 a. m. No mails damaged and clerk not injured. Slight delay.

April 8.—Bangor and Buckport R. P. O., train 104, was partially derailed near South Orrington Station, Me., at 1.46 p. m. No damage other than the shaking up received by the clerks. Delayed four hours.

April 9.—Fort Madison and Ottumwa R. P. O., train 2, was derailed 4 miles east of Batavia, Iowa., at 4.25 p. m.; caused by defective track. Clerk not injured and no mail damaged. Delayed four hours and forty minutes. Apartment car was damaged and mail transferred to caboose and run completed therein.

April 10.—Ogden and San Francisco R. P. O., train 1, was derailed at Port Costa, Cal., at 8.37 a. m. No injury to mail or clerks. Mail car slightly damaged. Delayed one hour and thirty-five minutes.

April 10.—Sioux City and Omaha R. P. O., train 3, was derailed one-half mile north of Bancroft, Nebr., at 4.40 p. m. Clerk not injured and mail not damaged. Delayed fifty-five minutes.

April 10.—Cairo and Gatesville R. P. O., train 3, was wrecked at Waco, Tex., at 8.20 p. m., by running into an open switch. No damage to mail or mail car and clerk not injured.

April 10.—Cuba and Salem R. P. O., train 51, was wrecked about 1 mile south of Steelville, Mo., at 1.55 p. m. No damage to mail or injury to clerk. Delayed four hours.

April 11.—Houston and El Paso R. P. O., train 17. A lamp in mail apartment caught on fire at about 2.45 a. m. Fire extinguished by clerk. Two sacks of Mexican mail damaged.

April 11.—Washington and Charlotte R. P. O., trains 36 and 11, were wrecked by collision at Harrisburg, N. C., at 11.15 a. m. Clerk T. C. Benton was caught under the engine of his train and so badly smashed and scalded that he died at 1.44 p. m., about one-half hour after being taken from the wreck. Postal car of train 11 was entirely demolished, and postal cars of train 36 badly damaged. No mail lost and only a few letters damaged.

April 12.—Monett and Paris R. P. O., train 1, was delayed thirty minutes by engine jumping the track at Van Buren, Ark., about 1.55 a. m. No damage to mail or mail car. Clerk not injured.

April 13.—Wilkesbarre and Pottsville R. P. O., train 490, was wrecked near Nescopeck Junction (n. o.), Pa., at 11.15 a. m. Some of the mail was soiled by water, but none lost. Mail car badly damaged. Clerk not badly injured, but severely shaken up. Delayed three hours.

April 13.—Denver and Leadville R. P. O., train 2, was wrecked near Platte Canyon, Colo., at 6 p. m., caused by trucks of engine jumping track; also wrecked 8 miles east of Platte Canyon, Colo., through same cause. No damage to mail or mail car and clerk not injured. Delayed four hours.

April 15.—Denver and Ogden R. P. O., train 1, ran into a rock slide 6 miles east of Glenwood Springs, Colo., at 11 p. m. Clerk not injured and mail not damaged. Delayed four hours and ten minutes.

April 15.—Helena and Clarendon R. P. O., train 2, was derailed near Helena, Ark., at 10.15 a. m. No damage to mail or mail car and clerk not injured. Delayed three hours.

April 15.—Denison and Houston R. P. O., train 3, was wrecked near Garrett, Tex., at 7.55 a. m., caused by an explosion of the boiler. No damage to mail or mail car and clerk not injured. Delayed one hour and thirteen minutes.

April 16.—Des Moines and Kansas City R. P. O., train 3, was wrecked in the Des Moines, Iowa, yards at 9 a. m. by running into an open switch. No damage to mail and clerk not injured. Delayed twenty minutes.

April 16.—St. Louis and Paducah R. P. O., train 301, was wrecked at 12.32 p. m.

near New Dennison, Ill. No damage to mail or mail car and clerk not injured. Delayed one hour and twenty-five minutes.

April 16.—Leavenworth and Topeka R. P. O., train 10, was wrecked at 6.10 p. m. near Oskaloosa, Kans. Mail car slightly damaged, but no mail lost or damaged and clerk not injured. Delayed fourteen hours.

April 17.—Moseley Junction and Farmville R. P. O., train 2, was derailed at 7.20 p. m. 3 miles east of Farmville, Va. Apartment car slightly damaged. Mail not damaged and clerk not injured. Delayed one hour.

April 18.—Pittsburg and St. Louis R. P. O., train 6. Burling Boaz, in attempting to deliver ponch to train 9 at Effingham, which train was just leaving the station, was thrown violently to the ground and slightly injured.

April 19.—Havre and Spokane R. P. O., train 4, was delayed six hours by an accident which occurred at 5.20 a. m. near Bear Creek Station (n. o.), Mont. The two engines hauling the train were derailed, broke the coupling pin between tender of rear engine and mail car, and plunged into the river 300 feet below.

April 20.—Lincoln and Manhattan R. P. O., train 45, jumped the tracks at 12.05 p. m. near Randolph, Kans. No damage to mails and clerk not injured. Delayed six hours and fifty minutes.

April 20.—Cape Girardeau and Hunter R. P. O., train 6. A telephone pole fell from the car in front of mail car at 9 p. m., 1 mile west of Arbor, Mo.; one end struck the ground, the other ran through from end of baggage car, coming into mail apartment. No damage to mail and clerk not injured. Delayed three hours.

April 21.—Connellsville and Fairmont R. P. O., train 4, was derailed by striking a cow $\frac{3}{4}$ miles north of Fairmont, W. Va., at 6.18 p. m. Apartment car slightly damaged. No mail damaged and clerk not injured.

April 22.—Atlanta and New Orleans R. P. O., train 37, was wrecked near Garland, Ala., at 12.30 a. m., caused by the breaking down of a small trestle. Postal car demolished. No mail lost, but some damaged by oil. Clerks A. D. Eaton, L. H. Jones, and David Livingston were severely injured. Delayed sixteen hours.

April 22.—Lynchburg and Durham R. P. O., train 35, was derailed by a broken brake rod near Brookneal, Va., at 7.30 p. m. No damage to apartment car or mail and clerk not injured. Delayed five hours.

April 22.—Norfolk and Danville R. P. O., train 1, was wrecked by a rear-end collision at Mayo, Va., at 4.20 p. m. Mail apartment considerably damaged, but no damage to mail and clerk not injured. Delayed eight hours.

April 22.—Louisville and Henderson R. P. O., train 43, was derailed 6 miles south of Owensboro, Ky., by running into an open switch. Apartment car badly damaged. No damage to mail and clerk not injured. Delayed three hours and a half.

April 23.—Portland and Corvallis R. P. O., train 1, was wrecked between Dilley and Gaston, Oreg., at 9.40 a. m., caused by engine tender jumping the track. No damage to mail or car and clerk not injured. Delayed one hour and thirty-five minutes.

April 23.—Columbus and Atchison R. P. O., train 21, when crossing a stream near Emerald, Nebr., at 7 p. m., the bridge was carried away by high water as the last car in the train was leaving the structure, overturning the car and balance of train, including apartment car. Clerk considerably bruised but not disabled. A few letters partly burned by falling on the stove and the balance of the mail more or less soaked with oil and water.

April 24.—St. Louis and Council Bluffs R. P. O., train 14, was wrecked at Sumner, Mo., at 12.45 a. m. by tender of engine jumping the track. No mail lost or damaged and clerk not injured. Delayed three hours and fifty minutes.

April 25.—Charlotte and Atlanta R. P. O., train 38, was wrecked, at 7.15 p. m., near Blacksburg, S. C. Mail car badly damaged. Clerks W. L. M. Austin and W. A. Hartman were slightly injured. Mail not damaged. Delayed twelve hours and thirty minutes.

April 25.—Conroe and Navasota R. P. O., train 35, was derailed near Montgomery, Tex., at 2.15 p. m. No damage to mail or mail car and clerk not injured. Delayed three hours and forty-five minutes.

April 27.—Lenox and Jackson R. P. O., train 25, was derailed in the Hamburg, Mich., yards about 9.40 a. m. Mail car disabled. No damage to mail and clerk not injured. Delayed one hour and twenty minutes.

April 29.—Fort Worth and Ennis R. P. O., train 44, was derailed near Fort Worth, Tex., at 6 p. m., by running into an open switch. No damage to mail or mail car and clerk not injured. Delayed one hour and five minutes.

April 29.—Des Moines and Kansas City R. P. O., train 2, was derailed near Millard, Mo., by front truck of tender breaking down. Delayed thirty-five minutes. Derailed again 2 miles north of Atlanta, Mo., from same cause, and delayed fifty minutes. No damage to mail and clerk not injured.

April 29.—Caldwell and Fort Worth R. P. O., train 44, was wrecked by running into an open switch at Caldwell, Kans., and colliding with a freight train at 9.30 p. m. No damage to mail or mail car. Clerks considerably bruised, but not disabled.

April 29.—Kansas City and Lajunta R. P. O., train 6, was delayed twenty-five minutes at Strong, Kans., by being derailed. No damage to mail or mail car and clerk not injured.

April 30.—Hannibal and Gilmore R. P. O., train 2, was wrecked 1 mile north of Troy, Mo., at 11.25 a. m., caused by front truck of engine jumping the track. No damage to mail and clerk not injured. Delayed two hours and twenty minutes.

April 30.—Fort Madison and Ottumwa R. P. O., train 2, was derailed 5 miles east of Ottumwa, at 3.57 p. m., caused by defective track. No damage to mail and clerk not injured. Delayed two hours and thirty minutes.

May 1.—Asheville and Murphy R. P. O., train 66, was wrecked by a broken rail 8 miles west of Andrews, N. C., at 5.30 a. m. The apartment car was considerably damaged and the clerk severely bruised, but not disabled. No mail lost or damaged. Delayed six hours.

May 1.—New York and Grafton R. P. O., train 4, was wrecked by running into a landslide near Piedmont, W. Va., at 1.30 a. m. The postal car was slightly damaged. No damage to mail and clerk not injured. Delayed five hours and twenty minutes.

May 2.—Columbus and Atchison R. P. O., train 110, while being switched in the yards at Tablerock, Nebr., at 6 p. m., collided with a number of box cars. Combination mail car was badly damaged. Clerk not injured.

May 3.—Baltimore and Cherryran R. P. O., train 12, was wrecked near Wallbrook, Md., at 2.30 p. m., by running into a rock slide. Mail apartment car slightly damaged. No damage to mail and clerk not injured.

May 4.—Pittsburg and Cincinnati R. P. O., train 5. A. C. Pindell, porter, was severely injured by falling from stepladder provided for the car, which spread when he was on the top step, caused by the strap holding the same becoming broken.

May 5.—Huntington and Portland R. P. O., train 1, was wrecked by running into a rock slide near Meacham, Oreg., at 7 p. m. Mail car slightly damaged. No injury to clerk or damage to mails.

May 5.—St. Louis and Sedalia R. P. O., train 2, was wrecked at 9.45 a. m., 5 miles west of Boonville, Mo., by tender of engine leaving the track. No mail lost or damaged and clerk not injured.

May 6.—Versailles and Lexington R. P. O., train 172, ran into an empty coal car on the main track near Billingsville, Mo., at 3.30 p. m. No mail lost or damaged and clerk not injured. Delayed one hour.

May 6.—Washington and Charleston R. P. O., train 32, collided with a freight car at Selma, N. C., at 2.35 a. m. Postal car was considerably damaged. Clerks not injured and mail not damaged. Delayed twenty minutes.

May 8.—Siloam Springs and Mena R. P. O., train 4, was wrecked at Bunch, Ind. T., at 3.45 a. m., by colliding with rear end of freight train. The mail car was badly damaged. Clerk slightly bruised, but not disabled. Delayed two hours and forty minutes.

May 8.—Kansas City and La Junta R. P. O., train 6, ran into a washout at Clay Creek, 5 miles east of Lamar, Colo., at 1.35 a. m. The postal car was completely wrecked. Mail in letter case was thrown out into the mud and water, which came into the car, and about half of it was thoroughly soaked. Seven sacks of papers were so badly damaged that they could not be delivered. Clerk Milton Trandle was severely injured. Train delayed nine hours.

May 10.—Coffeyville and Little Rock R. P. O., train 232, was wrecked at Millcreek, Ark. No damage to mail or mail car and clerk not injured. Delayed one hour and fifteen minutes.

May 12.—St. Albans and Troy R. P. O., train 128, was delayed fifty-one minutes by being run into by the Bennington and Rutland train 35 at 3.40 a. m. while attempting to side track.

May 14.—Houston and El Paso R. P. O., train 20, was held up by robbers near Lozier, Tex., at 1.40 a. m. The mail car was not entered nor molested in any manner. Some mail was consumed and quite a large amount of paper mail badly damaged by fire, which originated from the explosion of dynamite which the robbers used in breaking open the safes of the express company. The express car and mail apartment were badly shattered. Delayed one hour and forty minutes.

May 15.—Egan and Manilla R. P. O., train 104, was derailed 4 miles north of Elk Point, S. Dak., at 3.55 p. m. No damage to mail, and clerk not injured. Apartment car slightly damaged. Delayed fifteen hours.

May 15.—Sedalia and Denison R. P. O., train 2. In making up the train in the Denison, Tex., yards at 2.20 p. m., the postal car was given a push by the engine and then cut loose by switchman to run down and connect balance of train. The brakes failed to work, and car collided with other part of train. Mail was thrown from cases and some slightly damaged by oil from the lamps. Clerks considerably bruised, but not disabled.

May 16.—Burlington and St. Louis R. P. O., train 6, was wrecked in the Keokuk, Iowa, yards at 9 a. m.; caused by running into an open switch. No damage to mail or mail car and clerk not injured. Delayed one hour.

May 16.—Newton and Galveston R. P. O., train, 1, was wrecked near Overbrook, Ind. T., at 4.50 a. m., by bridge giving away. Mail car was badly damaged and portion of the mail soaked with water and oil. Clerk Eugene Tipton was slightly injured. Train abandoned.

May 17.—Glen Campbell and Cresson R. P. O., train 704, ran into an open switch at Five Points. No injury to clerk or damage to mail or mail car. Delayed two hours.

May 18.—Prosser and Concordia R. P. O., train 433, was wrecked two miles east of Hastings, Nebr., at 4.40 p. m., on account of journal on rear trucks of engine tender breaking. No mail lost or damaged and clerk not injured. Delayed three hours and thirty minutes.

May 18.—Portland and Astoria R. P. O. The steamboat *R. R. Thompson*, in landing at the dock at Portland, collided with another boat, and Clerk W. P. Burns was thrown down stairs, slightly injuring him.

May 19.—Lyons and Denver R. P. O., train 182, was derailed in the yards at Lyons, Colo., at 7.27 a. m., by running through a misplaced switch. No mail lost or damaged and clerk not injured. Delayed six hours and eight minutes.

May 20.—Dayton and Pasco R. P. O., train 1, was delayed three and a half hours 11 miles east of Hunts Junction (n. o.), Wash., at 11 a. m., by wheels of engine leaving track.

May 22.—Jefferson and Bagnell R. P. O., train 153, was wrecked at 8.30 a. m., 1½ miles south of Russellville, Mo., by trucks under freight car breaking down. No mail lost or damaged and clerk not injured. Delayed four hours.

May 23.—Newton and Galveston R. P. O., trains 2 and 11, collided at Haslet, Tex., at 8.55 p. m. No damage to mail or mail car and clerks not injured. Trains delayed one hour and twenty-five minutes.

May 23.—St. Paul and Minot R. P. O., train 3, was wrecked at Argusville, N. Dak., by colliding with a box car which had blown on the main track, at 1.08 a. m. The end of the mail car was broken in by the collision. Clerk not injured and mails not damaged. Delayed forty minutes.

May 26.—Kenova and Bluefield R. P. O., train 4, was derailed at Lindsay, W. Va., at 6.15 a. m. No damage to mail or mail car and clerk not injured. Delayed three hours.

May 27.—Pittsburg and St. Louis R. P. O. In switching the cars in the yards at Pittsburg, Pa., the postal car in which clerk W. P. Batchelder was at work was thrown with great force against another car and Mr. Batchelder knocked down and slightly injured.

May 27.—Cheyenne and Huntington R. P. O., train 1, was wrecked at American Falls, Idaho, at 4.39 a. m., by colliding with a freight train. The postal car was telescoped, rendering it unfit for service. Clerk not injured and mails not damaged. Delayed four hours and ten minutes.

May 27.—Chicago and Evansville R. P. O., train 2, was derailed at Chicago Heights, Ill., at 4.29 p. m. No damage to mail and clerk not injured. Delayed one hour and forty minutes.

May 28.—Des Moines and Hawarden R. P. O., train 59, ran into a string of box cars at Polk City, Iowa, at 7.07 p. m., caused by a misplaced switch. Clerk not injured and mails not damaged. Delayed thirty minutes.

May 28.—Denver and Ogden R. P. O., train 4, was wrecked by head-end collision with a freight train at Cabeza Switch (n. o.), 25 miles east of Grand Junction, Colo., caused by an open switch. The mail car was demolished and clerk F. L. Donahue buried under the wreckage. He was rescued just in time to avoid his being cremated. As it was, he received twenty-eight separate cuts and bruises, which disabled him for duty twenty-nine days. The greater portion of the mail was recovered, but most of it was badly damaged by mud and water.

June 4.—Sioux Falls and Onawa R. P. O., train 601, was derailed 3 miles north of Primghar, Iowa, at 7.15 a. m. No damage to mails and clerk not injured. Delayed forty minutes.

June 5.—Charlotte and Atlanta R. P. O., train 36, collided with a freight train near Toccoa, Ga., at 3.15 a. m. No damage to clerk or mail; postal car slightly damaged. Delayed three hours.

June 5.—Denver and Fort Worth R. P. O., train 2, was wrecked near Oak Canyon (n. o.), N. Mex., at 6.50 a. m. No mail lost or damaged and clerk not injured. Delayed three hours and ten minutes.

June 7.—Clerks Frank H. Birdsall of the Brewster and New York R. P. O. and George W. Daily of the New York, Somerville and Easton R. P. O., while on their way from the depot to the superintendent's office in New York City to file their trip report, as all clerks running into New York during office hours are required to do, were severely injured by the elevator in the post-office building, in which they were passengers, falling from the second floor to the basement, caused by the breaking of the cable.

June 7.—Fonda and Des Moines R. P. O., train 7, was wrecked near Jefferson, Iowa, at 11.45 a. m. Clerk not injured and no damage to the mails.

June 8.—Dallas and Kemp R. P. O., train 2, was derailed near Kemp, Tex., at 11.33 a. m. No damage to mail or mail car and clerk not injured.

June 10.—Waycross and Montgomery R. P. O., trains 33 and 36, collided near Clinmax, Ga., at 3.35 p. m. No damage to mail, car, or clerk on train 36; platforms on car on train 33 smashed and clerk A. J. Sykes slightly bruised. Delayed three hours.

June 12.—Willimantic and New Haven R. P. O., train 528, collided with an extra passenger train between Middletown and Rockfall, Conn., at 1.40 p. m. Clerk not injured beyond a general shaking up, and the mails were not damaged although they were scattered over the floor. Delayed three hours and forty-five minutes.

June 12.—Manistee and Monroe R. P. O., train 5, ran into an open switch at Northville, Mich., at 2.15 p. m. No damage to mail or mail car. Delayed two hours.

June 14.—Grand Rapids and Richmond R. P. O., train 2, was wrecked at 2.40 p. m. at Clarke, Ind. Mail apartment car was badly demolished, one side being torn out. The car turned almost bottom side upward. Clerk W. B. Kalmbach escaped injury by grasping safety rod, sustaining a bruise above the kneecap only. No mail lost, but a few pieces of paper mail were soaked with oil from the lamps.

June 14.—Denison and Smithville R. P. O., train 4, was wrecked in the yards at Fort Worth, Tex., by colliding with a freight train. The mail car was considerably damaged, the tender of the engine being driven back part of the way into the car. No mail thought to have been lost, but all the letters in the letter case badly scattered, and a few slightly damaged by oil from the lamps. Clerk W. M. Waddell was slightly injured. Delayed three hours and twenty-five minutes.

June 16.—Pittsburg and St. Louis R. P. O., train 11. While at work in his car at Union Station, Columbus, Ohio, A. E. Varley, porter, was severely injured by being thrown against the paper rack by the violent shifting of cars in making up train.

June 16.—Omaha and Ogden R. P. O., train 4, was derailed at Bridger, Wyo., at 12.47 a. m. No damage to mails, and clerk not injured. Delayed one hour.

June 16.—New York and Pittsburg R. P. O., train 4, was wrecked by the engine backing with great force against the train. Clerks W. J. Alcorn and H. A. Barnard were slightly injured.

June 17.—Ruthven and Des Moines R. P. O., train 204, was derailed near Gilmore City, Iowa, at 2.50 p. m., caused by spreading rails. Clerk not injured. Some mail slightly damaged by water from the tank and oil from the lamps. Delayed seven hours and twenty-five minutes.

June 17.—Fonda and Des Moines R. P. O., train 7, was wrecked 1 mile west of Rockwell City, Iowa, at 12.45 p. m., caused by spreading rails. No damage to mails, and clerk not injured. Delayed two hours and a half.

June 18.—Paris and Ennis R. P. O., train 6, collided with a switch engine at Terrell, Tex., at 8.55 a. m. No damage to mail or mail car. Clerk A. J. Cherryhomes had his hand considerably bruised.

June 18.—Newton and Galveston R. P. O., train 406, was wrecked near Edmund, Okla., at 5 a. m. No damage to mail or mail car, and clerk not injured. Delayed five hours and twenty-five minutes.

June 21.—Palestine and Galveston R. P. O., train 11, was wrecked near Barado, Tex., at 11.40 a. m. by colliding with a freight train. No mail thought to have been lost, although a considerable quantity was somewhat damaged by oil and water. The mail car was badly wrecked. Clerk A. A. Forbes, jr., was slightly injured. Delayed five hours and forty-five minutes.

June 22.—Texarkana and El Paso R. P. O., train 4, was wrecked near Madden, Tex., at 5.30 p. m. by colliding with a freight train. The mail car was badly wrecked. No mail lost or damaged. Clerk W. B. Brown was slightly injured. Train 4 abandoned and mail returned to El Paso.

June 23.—Cambridge Junction and Burlington R. P. O., train 63, was wrecked near Underhill, Vt., at 8.15 p. m., caused by the breaking of a journal on the engine. Clerk not injured and mails not damaged. Delayed four hours and thirty-five minutes.

June 23.—Cincinnati and Chattanooga R. P. O. Clerk J. H. Green, while at work in his apartment at Junction City, Ky., at 4.30 a. m., was thrown against the paper case and slightly injured by the engine striking the mail apartment with terrific force.

June 23.—Philadelphia and Cape May R. P. O., train 20, was wrecked at 6.44 p. m. a short distance below Woodbury, N. J., by being run into by a freight train. The clerk saved himself by jumping. No damage to mail. Delayed one hour and thirty-eight minutes.

June 24.—Boone and Des Moines R. P. O., train 4, was derailed 3 miles south of Madrid, Iowa, at 11.15 a. m. Clerk not injured and mail not damaged. Delayed twenty-five minutes.

June 24.—Sedalia and Denison R. P. O., train 1, was wrecked near Montrose, Mo., at 9 p. m. Clerk not injured and mail not damaged. Delayed five hours and fifteen minutes.

June 25.—Washington and Charlotte R. P. O., train 36, was derailed by an open

switch at Lynchburg, Va., at 3.47 p. m. No damage to mail, mail car, or clerk. Delayed two hours and ten minutes.

June 26.—St. Louis, Moberly and Kansas City R. P. O., train 6, was wrecked 1 mile west of Missouri City, Mo., at 7.05 p. m. The entire crew, consisting of Clerks O. M. Smith, F. W. Brink, G. A. Smith, jr., J. W. Salwaenter, and W. S. Mills, were almost instantly killed. As all the clerks were killed, there is no way of telling definitely what amount of mail was lost. Such of the mail as was recovered was seriously damaged by water and mud.

June 28.—St. Paul and Helena R. P. O., train 2, was derailed near Spiritwood. Clerk not injured and mail not damaged. Delayed five hours and twenty-five minutes.

June 29.—Oelwein and Des Moines R. P. O., train 3, while standing at the station at West Waterloo, Iowa, at 3.45 p. m., a light engine backed into the forward end of train, breaking the front end of the apartment car. Clerk not injured and mail not damaged. Delayed two hours.

July 29.—Cheyenne and Huntington R. P. O., train 2, was derailed 3 miles west of Glens Ferry, Idaho, at 9 p. m. Clerks not injured and mail not damaged. Delayed twelve hours.

June 30.—St. Joseph and Grand Island R. P. O., train 3, was derailed at 1 a. m. near Fairbury, Nebr. No damage to mail or injury to clerk. Delayed eight hours and forty minutes.

June 30.—Pittsburg and St. Louis R. P. O., train 6, was wrecked at Vandalia, Ill., at 12.41 a. m., by colliding with first section of train 11. R. T. Shimer was instantly killed, S. I. Parkinson and E. B. Fosdick severely injured, and Guy D. May, S. C. Henry, and C. E. Gilbert slightly so. Mail but slightly damaged.

Number of casualties.....	589	Seriously injured.....	33
Killed.....	14	Slightly injured.....	75

W. D. Baker, injured August 1, 1896, died same day.

L. A. Thomas, killed October 14, 1896.

H. M. Burrows, lost November 26, 1896, presumed to have died same day.

O. H. Smith, injured December 18, 1896, died December 20.

M. V. King, killed December 18, 1896.

W. C. Copley, killed January 23, 1897.

W. A. Rosenberger, killed March 5, 1897.

T. C. Benton, injured April 11, died same day.

O. M. Smith, killed June 26, 1897.

F. W. Brink, killed June 26, 1897.

G. A. Smith, jr., killed June 26, 1897.

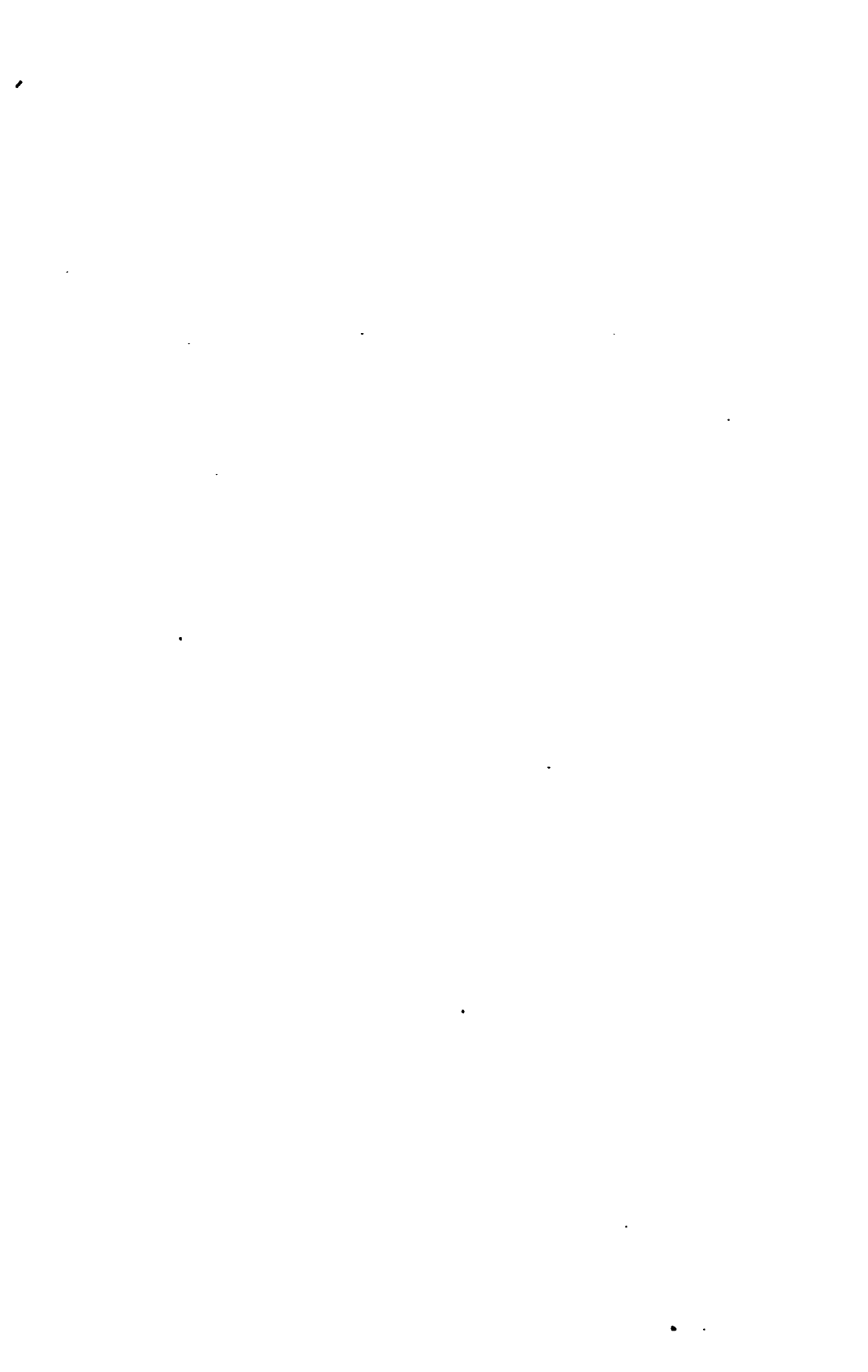
J. W. Salwaenter, killed June 26, 1897.

W. S. Mills, killed June 26, 1897.

R. T. Shimer, killed June 30, 1897.



REPORT
OF THE
SUPERINTENDENT OF FOREIGN MAILS
FOR THE
FISCAL YEAR ENDED JUNE 30, 1897.



R E P O R T

OF

THE SUPERINTENDENT OF FOREIGN MAILS.

POST-OFFICE DEPARTMENT,
OFFICE OF FOREIGN MAILS,
Washington, D. C., October 13, 1897.

SIR: I have the honor to submit the following report of the principal operations in connection with the foreign mail service during the fiscal year ended June 30, 1897.

From Statement A, immediately following, showing the weights of the mails despatched by sea to foreign countries, and the percentage despatched to each of the countries named therein, it will be seen that the aggregate weights of said mails were:

	Grams.	Pounds.
Letters and post cards	385,354,575 =	849,707
Other articles.....	2,629,547,679 =	5,798,152
Total.....		6,647,859

Of the foregoing, the mails for transatlantic destinations comprised:

	Grams.	Pounds.	Per. ct.
Letters and post cards.....	331,490,180 =	730,914 or 86	
Other arti les.....	1,832,266,951 =	4,040,148 or 69.68	
Total		4,771,062	

Of the Transatlantic mails, the mails for Great Britain, Germany, and France, with all of which countries we have direct steamship communication, were made up as follows:

	Grams.	Pounds.	Per. cent.
For Great Britain:			
Letters and post cards.....	128,851,223 =	284,117 or 39	
Other articles.....	852,324,704 =	1,879,376 or 46.5	
Total for Great Britain.....		2,163,493	
For Germany:			
Letters and post cards.....	65,444,830 =	144,306 or 19.7	
Other articles.....	349,435,566 =	770,505 or 19	
Total for Germany.....		914,811	
For France:			
Letters and post cards.....	25,290,824 =	55,766 or 7.6	
Other articles.....	151,566,908 =	334,205 or 8.3	
Total for France.....		389,971	

The weights of the mails for all Transatlantic destinations other than Great Britain, Germany, and France were:

	Grams.	Pounds.	Per. cent.
Letters and post cards.....	111,893,303 =	246,725 or 34	
Other articles.....	478,939,773 =	1,056,062 or 26	

**Total for Transatlantic destinations other than Great Britain,
Germany, and France.....** 1,302,787

A.—Statement showing the net weights and percentages of the mails dispatched by sea to foreign countries during the fiscal year ended June 30, 1897.

Where the percentage is not stated it was ascertained, as regards the letter mails, to be less than one-half of 1 per cent.]

TRANSATLANTIC SERVICE.

Countries.	Letters and postal cards.		Other articles.	
	Grams.	Per cent.	Grams.	Percent.
Great Britain.....	128,851,223	38.87	852,324,704	46.52
Germany.....	65,444,890	19.74	349,435,566	19.07
France.....	25,290,824	7.63	151,566,908	8.27
Italy.....	24,854,905	7.50	48,969,738	2.67
Austria.....	18,270,800	5.51	52,254,910	2.85
Sweden.....	17,493,689	5.28	87,606,024	4.78
Russia.....	13,704,910	4.15	32,493,270	1.77
Norway.....	8,374,428	2.53	24,667,299	1.89
Switzerland.....	6,105,800	1.84	38,656,240	2.11
Netherlands.....	4,955,500	1.49	24,405,905	1.33
Denmark.....	4,603,400	1.39	19,364,262	1.06
Belgium.....	3,633,118	1.10	21,948,845	1.20
Spain.....	2,388,750	.72	17,573,515	.96
Turkey.....	2,306,200	.71	10,546,080	.58
South Africa.....	2,283,975	.69	48,863,845	2.67
India.....	1,433,690	.....	86,656,095	2
Portugal.....	1,364,140	.....	4,913,745	.....
Total.....	331,480,180	.....	1,832,266,951	.....
	= lbs. 730,914	.....	= lbs. 4,040,148	.....

MISCELLANEOUS AND TRANSPACIFIC SERVICE.

WEST INDIES.				
Cuba.....	4,717,547	8.76	44,594,335	5.59
Other West India Islands.....	1,669,226	3.16	24,528,901	3.08
Jamaica.....	1,718,537	8.19	23,161,268	2.91
Bermuda.....	1,072,385	1.99	10,272,150	1.29
Haiti.....	858,495	1.60	8,709,715	1.10
Bahamas.....	481,188	.89	5,467,754	.69
Santo Domingo.....	471,010	.88	6,377,520	.80
Puerto Rico.....	307,817	.57	1,850,228	.....
Turke Islands.....	61,540	.....	728,715	.....
CANADA AND MEXICO.				
Nova Scotia.....	3,419,048	6.35	21,217,589	2.66
Newfoundland.....	203,757	.....	2,596,279	.....
British Columbia.....	136,805	.....	3,558	.....
St. Pierre and Miquelon.....	55,049	.....	438,903	.....
New Brunswick and Ontario.....	19,668	.....	14,565	.....
Mexico.....	1,037,053	1.93	17,384,365	2.18
CENTRAL AMERICA.				
Guatemala.....	2,205,575	4.10	32,496,607	4.08
Costa Rica.....	2,056,107	3.82	27,543,875	3.44
Salvador.....	1,177,732	2.19	20,034,151	2.51
Nicaragua.....	1,083,870	2.01	16,795,408	2.11
Republic of Honduras.....	692,907	1.29	8,847,871	1.11
British Honduras.....	475,001	.87	4,870,857	.61
SOUTH AMERICA.				
Venezuela.....	2,166,675	4.02	31,988,411	4.01
Curaçao.....	584,660	1.09	5,735,595	.72
Colombia.....	2,654,040	4.93	72,570,615	9.10
Panama (from pursers of U. S. vessels).....	6,410	.....	.....	.....
Brazil.....	1,958,968	3.64	45,064,888	5.65
Chile.....	1,462,003	2.07	30,900,334	3.87
Peru.....	1,396,440	2.59	23,937,484	3
Argentina.....	1,149,763	2.14	28,458,461	3.57
Ecuador.....	697,507	1.30	9,445,289	1.19
Uruguay.....	221,129	.....	7,100,017	.89
Bolivia.....	217,475	.....	5,831,830	.73
British Guiana.....	135,570	.....	2,860,330	.....
Paraguay.....	21,147	.....	972,810	.....
Dutch Guiana.....	10,086	.....	13,245	.....

A.—Statement showing the net weights and percentages of the mails dispatched by sea to foreign countries during the fiscal year ended June 30, 1897—Continued.

MISCELLANEOUS AND TRANSPACIFIC SERVICE—Continued.

Countries.	Letters and postal cards.		Other articles.	
	Grams.	Per cent.	Grams.	Per cent.
ASIA.				
Japan	6,248,637	11.60	66,761,671	8.36
Hongkong	2,395,562	4.45	12,203,744	1.53
Shanghai (United States postal agency)	192,011		1,112,642	
To United States postal agency, Shanghai	1,052,445	1.95	23,039,187	2.76
Cochin China	180,173		1,470,888	
Manila	67,068		1,226,776	
Singapore	26,790		580,989	
Java	14,812		109,101	
Siam	7,802		245,819	
OCEANICA.				
The British Australasian colonies	3,771,784	7	100,183,626	12.57
Hawaii	3,020,585	5.61	45,233,588	5.67
Tahiti	129,250		1,557,037	
Samoa Islands	122,537		1,405,783	
New Caledonia	6,401		126,254	
Marquesas Islands	4,645		148,195	
Marshall Islands	382		3,005	
Gilbert Islands	141			
Total	53,874,395		797,280,728	
	= lbs. 118,793		= lbs. 1,758,004	
Aggregate	385,354,575		2,629,547,679	
	= lbs. 849,707		= lbs. 5,798,152	

A comparison of the foregoing statement with a similar statement furnished with the report for last year shows the weights of the mails to have increased as follows, viz:

	1897.	1896.	Increase.	Per cent.
Transatlantic:	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	
Letters and post cards	730,714	721,763	8,951	1.27
Other articles	4,040,148	3,820,521	219,627	5.75
Other destinations:				
Letters and post cards	118,793	112,366	6,427	5.72
Other articles	1,758,004	1,632,274	125,730	7.70
Aggregate:				
Letters and post cards	849,707	834,119	15,588	1.87
Other articles	5,798,152	5,452,795	345,357	6.33

The following statement (B) shows the weight of the mails conveyed and the amount of compensation received by each of the different lines of steamers, as well as which are of United States and which of foreign register; and Statement C shows the weights of foreign closed mails forwarded from the United States by the different lines of steamers, and the compensation paid to each line for their conveyance:

B.—Statement showing the net weights of the United States mails conveyed and the rate and amount of compensation received therefor by the steamers appointed to transport the mails to foreign countries.

(1) Vessels of United States register, not under contract, receive \$1.00 per pound for letters and post cards and 8 cents per pound for other articles.

(2) Vessels of foreign register, 5 francs per kilogram (about 44 cents per pound) for letters and post cards, and 50 centimes per kilogram (about 4½ cents per pound) for other articles.

[3.205 pounds=1 kilogram.]

TRANSATLANTIC SERVICE.

[The sailings are from New York, except where otherwise stated.]

Name of line.	Letters.	Prints.	Compensation.
	<i>Grams.</i>	<i>Grams.</i>	
* International Navigation Co. (contract service)	73, 133, 610	799, 413, 405	\$757, 680. 00
* International Navigation Co. (noncontract service)	2, 996	1, 520	10. 83
† International Navigation Co.	5, 240, 248	36, 825, 253	8, 610. 47
‡ International Navigation Co.	5, 890	7, 105	6. 37
* International Navigation Co., from Philadelphia.	42	141	. 17
* International Navigation Co., from Philadelphia.	426	311	. 44
Cunard	95, 971, 233	510, 520, 890	141, 877. 51
Cunard, from Boston	593, 831	17, 509, 882	2, 262. 75
North German Lloyd	91, 148, 345	200, 664, 789	107, 322. 30
Hamburg-American	19, 132, 759	81, 178, 905	26, 296. 87
White Star	21, 449, 440	54, 668, 443	25, 974. 21
Warren, from Boston	114, 978	683, 903	176. 95
Ancor, to Scotland direct	12, 420	5, 940	12. 57
Thingvalla, to Norway direct	2, 090	385	3. 06
General Transatlantic, to France direct	24, 570, 138	180, 451, 129	85, 856. 23
Red Star, from New York and Philadelphia to Antwerp direct	60, 520	17, 065	11. 10
Holland-American, to the Netherlands direct	31, 235	296, 420	163. 90
Union Steamship Co. (Limited), from New York to Cape Colony direct	2, 560	955	2. 57
‡ American and African, from New York to Cape Colony direct	7, 425	20, 510	9. 14
Total	331, 480, 180 =lbs. 730, 914	1, 832, 266, 951 =lbs. 4, 040, 148	1, 106, 276. 42

* United States register.

† Paid by agreement with the company, at the rate applicable to vessels of foreign register.

‡ Foreign register.

§ Foreign register; settled for in account of balances due foreign countries.

TRANS-PACIFIC SERVICE.

Vessels of United States register.

[See note (1) at the head of this statement.]

Name of line.	Letters.		Prints.		Compensation.
	<i>Grams.</i>	<i>Pounds.</i>	<i>Grams.</i>	<i>Pounds.</i>	
Pacific Mail:					
San Francisco to Hongkong, via Hawaii and Japan	4, 270, 209	9, 415	42, 858, 898	94, 502	\$22, 625. 51
United States Postal Agency, Shanghai to San Francisco	82, 504	181	443, 580	978	369. 32
Oceanic:					
* San Francisco to Australasian colonies	4, 689, 869	10, 341	115, 374, 241	254, 400	135, 000. 00
San Francisco to Hawaii	1, 114, 831	2, 458	14, 027, 288	30, 930	6, 407. 54
Total	10, 157, 413	22, 395	172, 703, 507	380, 810	164, 402. 37

* Compensation, \$60,000 per annum, less \$1,000 per trip for five trips performed by steamers of foreign register; and \$80,000 additional authorized by act of Congress.

B.—Statement showing the net weights of the United States mails conveyed and the rate and amount of compensation received therefor, etc.—Continued.

VESSELS OF FOREIGN REGISTER.

[See note (2) at the head of this statement.]

Name of line.	Letters.		Prints.		Compensation.
	Grams.	Pounds.	Grams.	Pounds.	
Occidental and Oriental:					
San Francisco to Hongkong, via Hawaii and Japan.....	4, 280, 698	.....	45, 186, 786	.....	\$8, 472. 10
United States Postal Agency, Shanghai to San Francisco.....	81, 586	.....	502, 287	.....	127. 21
Pacific Mail:					
San Francisco to Hongkong, via Hawaii and Japan.....	1, 327, 748	.....	14, 245, 951	.....	2, 656. 02
United States Postal Agency, Shanghai to San Francisco.....	23, 287	.....	122, 002	.....	34. 34
Northern Pacific:					
Tacoma to Hongkong, via Hawaii and Japan.....	1, 141, 386	.....	17, 781, 486	.....	2, 817. 83
United States Postal Agency, Shanghai to Tacoma.....	4, 634	.....	44, 773	.....	8. 79
Oceanic: San Francisco to Hawaii.....	82, 977	.....	1, 598, 560	.....	234. 33
San Francisco to Tahiti and Marquesas Islands:					
J. Pinet & Co.....	89, 004	.....	1, 155, 936	.....	197. 43
M. Turner.....	44, 897	.....	549, 296	.....	96. 83
San Francisco to Marshall and Gilbert Islands:					
Wilkins & Co.....	523	.....	3, 005	.....	. 79
John Gamble, British bark (salvage).....					85. 76
Total.....	7, 056, 720	15, 560	81, 190, 082	197, 024	14, 730. 83

MISCELLANEOUS SERVICE.

Vessels of United States register.

[See note (1) at the head of this statement.]

Panama Railroad Steamship Line: New York to Colon.....	6, 527, 105	14, 392	132, 386, 560	289, 528	\$45, 948. 13
Pacific Mail: San Francisco to Panama.....	981, 299	2, 163	11, 323, 254	24, 967	5, 434. 19
Red D (Boulton, Bliss & Dallett):					
New York to Venezuela and Dutch West Indies (contract service).....	3, 044, 520	6, 713	42, 899, 986	94, 594	81, 288. 00
New York to Venezuela and Dutch West Indies (noncontract service).....	169, 610	373	2, 696, 785	4, 946	1, 074. 10
New York and Cuba Mail:					
New York to Mexico (contract service).....	323, 515	713	5, 586, 290	12, 317	130, 104. 00
New York to Cuba (contract service).....	281, 530	576	816, 434	1, 795	73, 476. 00
New York to Cuba (noncontract service).....	143, 360	316	578, 635	1, 275	607. 83
Clyde: New York to Haiti, Santo Domingo, etc.....	599, 355	1, 321	7, 601, 545	16, 893	3, 466. 02
Royal Mail: New Orleans to Central America.....	2, 377, 648	5, 242	33, 429, 231	73, 711	14, 285. 26
Oteri's Pioneer: New Orleans to Republic of Honduras.....	169, 702	374	2, 443, 719	5, 368	1, 029. 77
Morgan: New Orleans to Cuba.....	2, 160	4	6, 633	14	8. 78
Central America and Commercial: New Orleans to Colombia.....	6, 267	13	87, 534	193	37. 55
Bluefields Banana: New Orleans to Nicaragua.....	8, 528	18	127, 331	280	52. 54
Plant: Port Tampa to Jamaica.....	11, 508	25	83, 341	183	55. 30
Buckman Fruit: Baltimore to Jamaica.....	7, 484	16	49, 869	109	35. 20
Quaker City Fruit: Philadelphia to Jamaica.....	735	1	23, 867	52	6. 80
Pacific Coast:					
San Francisco to Mexico.....	148, 383	327	1, 804, 150	1, 804	841. 75
*San Francisco to British Columbia.....	46, 109	101	3, 558	7	40. 22
*Puget Sound and Alaska: Port Townsend to British Columbia.....	90, 696	199	.....	.....	157. 83
*American Express: Eastport to New Brunswick.....	10, 220	22	.....	.....	8. 30
† Pacific Mail (inward): From purmers of United States vessels to San Francisco.....	6, 410	14	.....	.....	12. 82
Total.....	14, 936, 054	32, 923	242, 008, 722	528, 056	357, 970. 39

* Compensation, 1 cent a letter.

† Compensation, 2 cents a letter.

B.—Statement showing the net weights of the United States mails conveyed and the rate and amount of compensation received therefor, &c.—Continued.

VESSELS OF FOREIGN REGISTER.

[See note (2) at the head of this statement.]

Name of line.	Letters.	Prints.	Compensation.
	<i>Grams.</i>	<i>Grams.</i>	
Lamport and Holt: New York to Brasil and La Plata countries.	1,539,302	41,320,388	\$5,472.85
Knott's Prince: New York to Brasil and La Plata countries.	533,590	16,753,910	2,131.06
Sloman's Brasil: New York to Brasil and La Plata countries.	235,924	5,451,583	753.75
Norton & Son: New York to La Plata countries.	484,252	11,644,495	1,590.99
Booth: New York to West Indies and Brasil.	454,690	6,063,553	1,025.84
Red Cross: New York to West Indies and Brasil.	397,473	4,507,975	818.58
Quebec: New York to West Indies and Venezuela.	906,410	12,876,215	2,117.24
Trinidad Shipping and Trading: New York to West Indies and Venezuela.	380,340	6,205,650	971.06
* Royal Dutch West India Mail: New York to West Indies and Venezuela.	292,810	2,583,945	531.92
Demerara: New York to West Indies.	133,950	2,176,968	339.33
A. D. Strauss & Co.: New York to West Indies.	1,200	.....	1.22
Atlas: New York to Haiti, Jamaica, etc.	2,769,990	50,625,083	7,558.36
New York and Haiti Packet: New York to Haiti and Bahamas.	35,220	351,825	67.93
General Transatlantic: New York to Haiti, Venezuela, etc.	98,625	1,164,645	207.56
Quebec: New York to Bermuda.	1,072,385	10,272,150	2,026.12
New York and Porto Rico: New York to Puerto Rico.	295,815	1,670,000	444.62
* New York and Cuba Mail: New York to Bahamas.	827,370	4,086,265	710.23
Bahamas: New York to Bahamas.	3,150	7,155	2.78
Florida East Coast: Palm Beach to Bahamas.	140,923	1,855,974	396.84
Boston Fruit: Boston to Jamaica.	440,073	7,287,371	1,127.90
New York and Central American: New York to Jamaica and Central America.	50,510	800,620	123.01
Quaker City Fruit: Philadelphia to Jamaica.	21,542	375,852	57.05
Buckman Fruit: Baltimore to Jamaica.	12,785	44,545	16.64
Earn: Philadelphia to Cuba and West Indies.	40,855	773,110	114.03
Spanish Transatlantic: New York to Cuba, Colombia, etc.	20,060	285,855	45.94
Matina Banana: New York to Costa Rica.	15,075	224,735	36.23
Costa Rica: New Orleans to Costa Rica.	1,066,493	26,784,827	4,482.40
Central American and Commercial: New Orleans to Costa Rica and Colombia.	29,929	410,371	68.48
Barranquilla: New Orleans to Colombia.	3,940	341,175	36.73
Wilson & Co.: Mobile to Colombia.	5,644	113,894	16.44
Snyder Banana: Mobile to Colombia.	3,598	83,910	6.74
Camors & Co.: Mobile to Colombia.	452	2,211	.65
New York and Nicaragua: New York to Nicaragua.	71,000	1,682,600	230.89
Weinberger: New Orleans to Nicaragua.	91,941	1,482,791	231.81
Caribbean Banana: New Orleans to Nicaragua.	83,696	1,450,467	225.56
Bluefields Banana: New Orleans to Nicaragua.	26,435	367,367	60.96
Bluefields and Rama: New Orleans to Nicaragua.	25,546	328,732	56.37
Hoadley's: New Orleans to Nicaragua.	23,861	348,306	56.16
Orr & Laubenheimer Co., Limited: New Orleans to British Honduras.	35,343	117,219	45.43
Del Orto: New Orleans to British Honduras.	34,838	586,489	90.21
Royal Mail: New Orleans to Central America.	21,259	401,546	59.27
Red Cross: New York to Newfoundland.	60,750	1,389,605	212.43
Allen: Philadelphia to Newfoundland.	46,591	728,885	123.62
Black Diamond: Boston to Newfoundland.	540	12,730	1.75
Pacific Mail: San Francisco to Colombia, etc.	19,809	110,718	29.80
† Farnmouth: Boston to Nova Scotia.	2,251,032	11,890,266	2,183.87
† Canada Atlantic and Plant: Boston to Nova Scotia.	1,168,016	9,857,323	1,173.06
† A. Booth Packing: Duluth to Canada.	5,716	14,565	5.06
Total.	10,685,796 = lbs. 36,792	246,910,983 = lbs. 544,438	37,964.89

* Settled for in account of balances due foreign countries.

† Compensation, 1 cent a letter.

C.—Statement showing the net weights of the closed mails of foreign origin forwarded and the amounts paid by this Department to the steamers which conveyed them from the United States.

[Compensation at the rate of 5 francs per kilogram for letters and post cards, and 50 centimes per kilogram for other articles.]

TRANSATLANTIC SERVICE—NONCONTRACT.

Name of line.	Letters.	Prints.	Compensation.
	<i>Grams.</i>	<i>Grams.</i>	
Cunard.....	12,519,482	44,380,257	\$16,364.00
North German Lloyd.....	8,580,624	32,376,349	11,404.62
White Star.....	4,705,826	10,892,557	6,460.76
Hamburg-American.....	2,335,776	9,083,444	3,130.58
The International Navigation Co.....	601,275	1,904,403	764.00
Total noncontract Transatlantic.....	28,742,983 =lbs. 63,378	107,637,010 =lbs. 237,340	38,123.96

MISCELLANEOUS SERVICE—NONCONTRACT.

Panama Railroad-Steamship Line.....	302,447	4,344,181	711.27
* New York and Cuba Mail (New York to Bahamas).....	167,139	3,891,988	536.86
Quebec Steamship Co.....	470	1,790,215	173.22
Florida East Coast Line.....	46,817	952,439	137.09
New York and Cuba Mail (New York to Cuba).....	6,633	417,349	46.68
Red D.....		370,595	35.76
Clyde.....		291,400	28.13
Earn.....		237,535	32.93
Atlas.....		89,650	8.65
Canada, Atlantic and Plant Steamship Co.....	4,115	1,385	4.10
General Transatlantic (New York to Jamaica).....		18,500	1.79
Booth Steamship Co.....		17,490	1.69
Red Cross.....	50	12,190	1.22
New York and Central American Steamship Line.....		5,060	1.49
Demerara Steamship Co.....	20	1,180	.13
Total noncontract miscellaneous.....	527,700 =lbs. 1,164	12,443,157 =lbs. 27,437	1,710.01
Total noncontract service.....	29,270,683 =lbs. 64,542	120,080,167 =lbs. 264,777	39,833.97

CONTRACT SERVICE.

† The International Navigation Co. (transatlantic).....	13,540,704	72,238,039	.....
† Plant Investment Co. (Tampa to Cuba).....	1,912,445	73,462,195	.....
† Red D.....	147,770	2,213,542	.....
† New York and Cuba Mail (New York to Cuba).....	59,265	2,534,979	.....
Total contract service.....	15,660,184 =lbs. 34,581	150,448,755 =lbs. 331,739	.....
Aggregate.....	44,930,867 =lbs. 99,073	270,528,922 =lbs. 596,516	\$39,833.97

* Settled for in account of balances due foreign countries.

† Conveyed by vessels under contract with this Department, and without additional cost.

COST OF THE SERVICE.

The sums required to be paid on account of the transportation of the mails dispatched to and received from foreign countries by sea during the fiscal year amounted to \$1,737,975.80; which included (1) the amounts credited in the general postal accounts to foreign governments for the conveyance of United States mails by steamers subsidized by said governments, as follows:

To France, for services of steamers of the General Transatlantic Line from New York to Havre.....	\$35,856.23
To Belgium, for services of steamers of the Red Star Line from New York and Philadelphia to Antwerp.....	11.10

To the Netherlands, for services of steamers of the Holland-America Line from New York to Amsterdam and Rotterdam. \$163.90
 And for services of steamers of the Royal Dutch West India
 Mail from New York to the West Indies..... 531.92
\$695.82

To the Bahamas, for services of steamers of the New York and Cuba Mail Steamship Company from New York to Nassau, New Providence. 710.23

(2) The sum paid to the Panama Railroad Company for transporting by railway from Colon to Panama, the United States mails for the west coast of Central and South America..... 20,333.53

(3) The cost of sustaining sea post-offices on the fast steamers of the North German Lloyd and Hamburg-American Packet companies, and the United States registered steamers of the International Navigation Company 36,297.87

This sum of \$1,737,975.80 was distributed as follows, viz:

Transatlantic service:

Vessels of United States register—			
Contract service	\$757,680.00		
Noncontract service.....	8,621.46		
		\$766,301.46	
Vessels of foreign register.....		339,974.96	
			1,106,276.42

Transpacific service:

Vessels of United States register.....	164,402.37	
Vessels of foreign register.....	14,730.33	
		179,132.70

Miscellaneous service (Canada, Mexico, Central and South America, and the West India Islands):

Vessels of United States register—		
Contract service	\$284,868.00	
Noncontract service.....	73,102.39	
		357,970.39
Vessels of foreign register		37,964.89
		395,935.28

The Panama Railroad Company.....	20,333.53
The sea post-office service.....	36,297.87

Total	1,737,975.80
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To this must be added, in order to show the total cost of the service, the following items, viz:

Amount paid for the sea conveyance from the United States of closed mails of foreign origin.....	44,716.53
Amount paid to foreign countries for the intermediary transit of closed mails of United States origin	239,791.85
For open mail matter of United States origin.....	23,982.46
The expense of the United States Postal Agency at Shanghai	1,975.77
And this Department's share of maintaining the International Bureau at Berne, Switzerland, including subscription to the Journal L'Union Postale, and the Universal Dictionary of Post-Offices.....	757.12

Making the aggregate cost of the service.....	2,049,199.53
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From this aggregate must be deducted the amounts received by this Department for the intermediary transit of closed mails of foreign origin..... \$197,572.97

For the intermediary transit of open-mail matter of foreign origin	52,810.03
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For services of United States contract steamers in conveying Cuban mails from Havana, Cuba, to Tampa, Fla.	6,089.34
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And the receipts at the United States Postal Agency at Shanghai, viz:

Postage stamps sold and postage collected.....	} 1,556.77	
Box rents collected		
		258,029.11

Leaving the actual net cost of the service.....	1,791,170.42
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From the postmasters' reports, which form the basis of Statement D, it appears that of the aggregate sum of \$3,358,437.65, estimated in

said statement to have been received by this Department as postage on articles exchanged with all foreign countries, the postage collected on the articles exchanged with foreign countries other than Canada and Mexico amounted to \$2,513,372.81, or \$722,202.39 more than the net cost of the service, *exclusive* of the cost of transporting the articles between the United States *exchange* post-offices and the United States post offices at which they were mailed or delivered.

The amount of postage estimated to have been collected during the year, as above stated, is *only an estimate*, but it is based upon the amount actually collected on articles exchanged during the first seven days of October and April last, and consequently may be accepted as approximately correct; so that it may safely be assumed that, even after adding the expense of transporting the articles between the United States exchange offices and the offices of mailing or delivery in this country, of which this office has no data upon which to base an intelligent estimate, the postage collected in the United States largely exceeds the gross expense incurred by this Department in connection with the mails exchanged with foreign countries.

ESTIMATE FOR THE FISCAL YEAR 1898-99.

The amounts estimated as necessary to be appropriated for the fiscal year ending June 30, 1899, are as follows, viz:

For the sea transportation of the mails, including foreign closed mails, the railway transit across the Isthmus of Panama, the cost of maintaining the United States Postal Agency at Shanghai, and contingencies, including casualties.....	\$1,735,660
For additional compensation to the Oceanic Steamship Company for transporting mails from San Francisco to Hawaii and Australasia.....	80,000
For the expense of maintaining 18 sea post-offices on steamers plying between New York and Southampton, Bremen, and Hamburg.....	45,600
For transfer service in New York Harbor, and to and from the transfer boat.....	40,000
Total on account of transportation.....	1,901,260
For balances due foreign countries, including the United States' share of the expenses of the International Bureau of the Universal Postal Union, and for this Department's annual subscription for the monthly journal (<i>L'Union Postale</i>) and the Universal Dictionary of Post-Offices, published by that Bureau, and for contingencies.....	142,000
Aggregate.....	2,043,260

The foregoing estimate is based upon the known cost of the contract ocean mail service under the act of Congress of March 3, 1891, as determined by the terms of the contracts fully executed prior to the date of this report, and upon the percentage of increase of the other items of business of this fiscal year over similar items of the fiscal year ended June 30, 1897, as follows, viz:

CONTRACT SERVICE.

Route No. 36, "O. M. S.," New York to La Guayra, 36 trips, of 2,258 miles = 81,288 statute miles, at \$1.....	\$81,288
Route No. 57, "O. M. S.," New York to Southampton, 52 trips of 3,641 miles = 189,332 statute miles, at \$4.....	757,328
Route No. 69, "O. M. S.," New York to Tuxpam, 52 trips of 2,502 miles = 130,104 statute miles, at \$1.....	130,104
Route No. 70, "O. M. S.," New York to Havana, 52 trips of 1,413 miles = 73,476 statute miles, at \$1.....	73,476
Total contract service.....	\$1,042,196

Vessels of United States register not under contract (10 per cent increase).....	\$182, 239
Additional compensation to Oceanic Steamship Company from San Francisco to Hawaii and Australasia.....	80, 000
Vessels of foreign register (10 per cent increase).....	441, 409
One-half the cost of maintaining 18 sea post-offices, 152 round trips, at \$300 per trip.....	45, 600
Transfer service in New York Harbor.....	40, 000
For transporting foreign closed mails (10 per cent increase).....	43, 817
Panama Railroad Company (10 per cent increase).....	22, 367
Expense of Postal Agency at Shanghai (10 per cent increase).....	2, 176
For contingencies, including casualties.....	1, 456
Total on account of transportation of mails.....	1, 901, 260
The "Balances due foreign countries" are for expenses incurred in the intermediary transportation of international mails, and are determined by statistics taken during a period of twenty-eight days once every three years. The expenses for the fiscal year ending June 30, 1899, are determined by the statistics taken in May, 1896; but as the result of those statistics is not yet fully known the statistics of November, 1893, have been taken as a basis for this estimate, from which it appears that the annual charge against this Department will probably be.....	
For the United States' share of the expenses of the International Bureau of the Universal Postal Union, including this Department's subscription to the monthly journal (L'Union Postale) and for the Universal Dictionary of Post-Offices.....	\$140, 400
For contingencies, including casualties.....	1, 000
	600
Total on account of balances due foreign countries.....	142, 000
Total estimate.....	2, 043, 260

The particulars given in the following statement (D) are based upon the actual operations of the United States exchange post-offices during one week in the months of October, 1896, and April, 1897, respectively, the figures in the statement being obtained by multiplying the results of each week's operations by 26 to find the operations of fifty-two weeks, or one year.

The data thus obtained can not be considered as accurate, but it may be assumed to be approximately correct, and furnishes the only information attainable relative to the amount collected as United States postage on the articles contained in the mails for and from foreign countries. It should be borne in mind, however, that the articles sent to and received from Canada and Mexico overland, and the postage collected thereon, are embraced in the figures given in Statement D, while the weights of the mails dispatched and the cost of the service, as heretofore stated, do not include the weights of these overland mails nor the cost of their overland transportation.

D.—*Estimate of the number of articles exchanged with all foreign countries (including Mexico and Canada by rail and sea) during the fiscal year ended June 30, 1897, based upon the count of such matter exchanged during seven days of October, 1896, and seven days of April, 1897, as made at United States exchanging post-offices pursuant to the Postmaster-General's order of August 7, 1895, and the amount of postage estimated to have been received thereon.*

	Sent.	Received.	Total.	Excess of sent over received.	Excess of received over sent.
Prepaid letters.....	59,062,562	45,446,452	104,509,014	13,616,110	.....
Unpaid and short-paid letters...	1,070,680	2,203,025	3,273,754	.....	1,132,356
Postal cards.....	2,794,196	3,159,560	5,953,756	.....	365,364
Postal cards with paid reply.....	38,917	10,022	48,939	28,895	.....
Articles of printed matter.....	61,522,564	39,192,571	100,722,135	22,330,963	.....
Commercial papers.....	467,958	302,666	770,624	165,292	.....
Packages of samples of merchandise.....	911,276	1,646,713	2,557,989	.....	735,437
Letters free of postage.....	106,905	186,332	353,237	.....	19,427
Other articles free of postage.....	48,266	14,914	63,180	33,352	.....
Registered letters.....	1,139,864	969,726	2,129,590	150,138	.....
Other articles registered.....	99,072	193,388	292,460	.....	94,316
Total.....	127,329,269	93,245,369	220,674,638	34,330,780	.....
Demands for return receipts.....	23,859	47,226	71,085	.....	23,367
Postage prepaid on—					
Letters.....	\$2,813,443.59	.....	\$2,813,443.59	.....	.....
Postal cards.....	34,575.87	.....	34,575.87	.....	.....
Other articles.....	761,175.35	.....	761,175.35	.....	.....
Postage due on—					
Letters.....	52,047.82	\$245,290.09	297,337.91	.....	\$193,242.27
Other articles.....	3,521.00	3,952.75	7,473.75	.....	431.75

NOTE.—Total postage collected on articles sent and received, \$3,358,437.65.

The rule under which the mails for Transatlantic destination have for many years been assigned to the fastest vessel available for their conveyance --that is to say, in the case of two steamers leaving New York for Great Britain at or about the same time, the mails were assigned to the steamer which, according to the record of its three voyages just preceding the assignment, delivered the mails in the shortest time in London—has not been rigidly adhered to during the year just closed, preference having been given to vessels flying the flag of the United States.

A record of the speed of the steamers to which the mails for Transatlantic destinations were assigned has, however, been kept, a summary of which appears in the statement (E) following:

E.—Statement showing the number of trips made per quarter and year, the average apparent time (in hours) of the trips, and the quickest trip made by each steamer of the Transatlantic steamship companies in conveying the United States mails from New York to London and to Paris during the fiscal year ended June 30, 1897, as shown by the records of this Office. (The number of hours stated does not indicate the time consumed in the sea voyage only, but the period elapsing between the actual receipt of the mails at the post-office in New York and their delivery at the post-office in London or Paris.)

Line and steamer.	First quarter.		Second quarter.		Third quarter.		Fourth quarter.		During the year.		
	Number of trips.	Average time occupied per trip.	Number of trips.	Average time occupied per trip.	Number of trips.	Average time occupied per trip.	Number of trips.	Average time occupied per trip.	Number of trips.	Average time occupied per trip.	Quickest trip.
Cunard (New York to London via Queenstown):		<i>Hours.</i>		<i>Hours.</i>		<i>Hours.</i>		<i>Hours.</i>		<i>Hours.</i>	<i>Hours.</i>
Campania.....	3	159	3	163.6	3	167.8	3	164.3	12	163.7	156.9
Lucania.....	4	160.7	3	165.3	2	169.3	3	161.8	12	164.3	158.6
Etruria.....	3	176.5	4	176.7	1	186.6	3	177	11	177.6	174
Umbria.....	3	177.1	3	176.5	2	182.4	4	185	12	180.5	175.1
Servia.....	1	211.9			2	202.8	2	212.1	5	208.4	201.3
Aurania.....	3	205.6			3	212.3	2	207.5	8	208.6	200.5
Hamburg-American (New York to London via Southampton):											
Normannia.....	3	171.6	2	175.4			2	175.7	7	173.9	171.3
Fuerst Bismarck.....	3	171.1	2	172			3	178.2	8	174	170.8
Columbia.....	3	174.7			1	183.6	2	176.6	6	176.8	173.4
Augusta Victoria.....	3	177.8	2	182.7			1	184.4	6	180.6	175.6
American (New York to London via Queenstown and via Southampton):											
St. Louis.....	4	172.2	4	177.3	4	174.2	3	174.8	15	174.6	168.4
St. Paul.....	5	175.7	3	174	3	191.8	4	175.3	15	179.1	171.7
New York.....	4	174.8	4	178.5	4	185.2	1	191.4	13	180.4	172.1
*Paris.....	4	187.4	2	221.9	2	216.4	4	183.6	12	197	179.7
Berlin.....			1	251.2			1	233.2	2	242.2	233.2
White Star (New York to London via Queenstown):											
Teutonic.....	3	174.5	4	176.6	2	181.1	3	174.7	12	176.4	170.3
Majestic.....	3	174.2	3	179.7	3	180.6	4	180	13	178.7	173.7
Germanic.....	4	203.2	3	207.1	3	207.8	3	207.6	13	206.2	198.6
Britannic.....	3	211.6	3	214.5	4	224.2	3	212.4	13	216.3	206.8
Adriatic.....	1	228.7			1	259.2			2	244	238.7
North German Lloyd (New York to London via Southampton):											
Lahn.....	4	188.2	3	194	1	193.6	4	187.6	12	189.9	185.7
Havel.....	3	185.6	4	189.8	2	194.4	3	191.3	12	189.9	183.1
Saale.....							2	191.9	2	191.9	188
Trave.....	3	191.3	3	190	3	214.7	3	190.2	12	196.5	186.8
Aller.....			1	194.1	3	197.5			4	196.6	194.1
§Spree.....	3	202	2	208.2	3	194.8	2	203.8	10	213.4	190.9
General Transatlantic (New York to Paris via Havre):											
La Touraine.....	2	195.3	2	203.9			3	194.4	7	197.4	187.8
La Champagne.....			2	201.4	3	203	3	198.7	8	201	193.3
La Bretagne.....	2	199.6	3	201.5	3	202.7	2	201.2	10	202	195.4
La Bourgogne.....	3	204	3	213.1	2	202.1	1	210.3	9	207.3	201.6
La Gascogne.....	3	208.5	3	209	2	209.4	3	206.7	11	208.3	202.5
La Normandie.....	3	208.9			3	215.1	1	218.5	7	212.9	202.7

* Delayed on trip from New York October 7, 1896 (about 2½ days), by broken shaft.

† Delayed on trip from New York January 13, 1897 (about 2½ days), by broken screw throughout the trip.

‡ Delayed on trip from New York February 2, 1897 (about 3 days), by terrific gales for 5 days, and fog in English Channel.

§ Delayed on trip from New York June 26, 1897 (about 5½ days), by broken shaft.

THE UNIVERSAL POSTAL UNION.

There has been no actual extension of the territory of the Union during the year; although the Orange Free State and Korea have announced that they will adhere to the Convention of Vienna in the near future, and China has announced its intention to adhere to the Convention of Washington.

The fifth Universal Postal Congress opened its sessions in this city on the 5th of May and closed them on the 15th of June, 1897.

Fifty-six (56) countries with their colonies were represented by one hundred and two (102) delegates and attachés actually present. The clerical force of the International Bureau, consisting of three (3) persons, were also present and acted as secretaries, so that the Congress consisted of one hundred and five (105) persons in all.

The work of the Congress consisted of the negotiation and conclusion of Conventions and Arrangements to supersede the Conventions and Arrangements signed in Vienna on the 4th of July, 1891, and the adoption of Regulations of detail and order for their execution. The Conventions and Arrangements of Vienna formed the basis of the work of the Congress, so that the Conventions and Arrangements concluded by the Congress of Washington are practically revisions of the Conventions and Arrangements negotiated by the Congress of Vienna.

The Conventions and Arrangements above referred to are as follows, viz:

(1) The Universal Postal Convention (governing the exchange of mails generally).

(2) Arrangement for the exchange of articles bearing a declaration of their value.

(3) Arrangement for the exchange of Money Orders.

(4) Convention for the exchange of "Parcels."

(5) Arrangement for a collection (C. O. D.) service.

(6) Arrangement for the use of "Books of Identity."

(7) Arrangement for subscription at post-offices to periodical publications.

The preliminary consideration of these matters was assigned to three (3) committees, as follows, viz: To the first committee—the principal Convention (1); to the second committee—declared values (2), parcels posts (4), books of identity (6); to the third committee—money orders (3), collections (5), subscriptions (7).

The delegates of the United States were assigned to duty on each of the three committees, but as this Department is a party to the principal convention only, this report—so far as the action of the Congress is concerned—will be confined to the action upon the principal Convention. In connection with that Convention, only two questions of importance presented themselves for solution, viz: First, the modification of the existing intermediary transit rates—that is to say, the charges to be paid by the country which makes up a mail for another country, to every other country which furnishes territorial or maritime conveyance for said mail in its transit from the country of origin to the country of destination; and second, so arranging that China, Korea, and the Orange Free State—the only countries then outside of the Postal Union—might be induced to enter the Union.

The second question was soon settled, with the result that when the Convention of Washington takes effect all of the three countries named will have adhered to its provisions, so that the Postal Union will be in

fact as well as in name a "Universal Postal Union," embracing every organized government of the world.

The first question, however, gave rise to prolonged and earnest discussion on account of the divergent views held by the delegates of the various countries.

Some of the countries favored the entire abolition of intermediary transit rates—so that each country should carry through its services the mails of every other country free of charge; others advocated the maintenance of the statu quo; while still others, and a large majority of the whole, demanded a substantial reduction of the current rates. The question of the transit rates was a burning one because of the diversity of interests represented—the countries that furnish most of the transit to their pecuniary benefit being interested in maintaining the present rates, while the countries which furnish little or no transit, but whose mails are transported by other countries, contending either for the abolition or a radical reduction of the rates.

Moreover, the current methods for settling transit accounts are cumbersome and unsatisfactory to all, and the whole question of the intermediary transit required a solution of a radical nature.

The question was first considered by the entire "First Committee," but after some discussion was referred to a subcommittee upon whose report a solution was arrived at which was accepted by the Congress as a satisfactory compromise, and under which the territorial rate is reduced on a sliding scale from 5 to 15 per cent during a period of six years, and the maritime rate upon the same principle from 7 to 33 per cent; while the rates are in fact still further reduced by the requirement that the weights of the mails dispatched during the year 1896, as shown by the statistics taken in May, 1896, shall serve as the basis for the settlement of the transit accounts until the meeting of the next Postal Congress (in the year 1904), notwithstanding the fact that there is an average annual increase of about 10 per cent in the weight of the mails.

The other modifications made by the Congress were principally in matters of detail to facilitate the settlement of international postal accounts and the handling of the international mails, which have been shown to be advisable by the general experience during the period of six years which has elapsed between the Congress of Vienna and the Congress of Washington.

The following are, however, matters of general interest or importance which it may be well to mention, viz:

(1) The limit of weight of "samples of merchandise" is increased from 250 grams (8½ ounces) to 350 grams (12 ounces); although any country may adopt the lower limit.

(2) Postage stamps are to be printed as soon as practicable in the following colors, viz: 5-cent, dark blue; 2-cent, red; 1-cent, green.

(3) Postal cards issued by private parties are admitted to international mails, provided they conform to certain prescribed conditions. They may have pictures printed on their face.

(4) Natural-history specimens are admitted at the rate and under the conditions applicable to "samples of merchandise."

It is to be borne in mind, however, that the "Universal Postal Convention of Washington" does not take effect until the 1st of January, 1899, and consequently that none of the changes hereinbefore noted are operative before that date.

The first session of the Congress was held on the 5th of May, the United States delegation present consisting of Gen. George S. Batch-

eller, Mr. Edward Rosewater, Mr. James N. Tyner, Capt. N. M. Brooks, and Mr. A. D. Hazen as delegates, and Col. Charles Chaillé-Long and Mr. Robert S. Hatcher as secretaries to the delegates.

Postmaster-General Gary delivered the following address of welcome in formally opening the Congress, viz:

GENTLEMEN: I tender you a hearty greeting in the name of the United States of America, and welcome you to the capital of this great and growing nation.

Whatever conduces to the spread of intelligence, the encouragement of the arts of peace, the enlightenment of the people of all countries, the extension of commerce and the consequent cementing of fraternal ties between the nations, meets with the commendation of the people in whose behalf I extend this welcome.

You come as the messengers of peace and good will, as the visible embodiment of international comity, as the advocates of international commerce, as the bearers of friendly messages between communities widely separated yet closely united; and I salute you as the representatives of advanced and advancing civilization.

Before you depart for your respective homes we hope to bring you into closer communication with our people, among whom you will find the former citizens and subjects of all the nations of the earth and their descendants. Scarcely a delegate is here to-day who may not receive a cordial and hospitable welcome from natives of his own country, and some of you may find your own countrymen almost as numerous as you left at home.

We desire also that you may bear away with you a more complete knowledge of our domain, which extends across a continent 3,000 miles, embracing almost every variety of climate; of a country of boundless resources, of infinite fertility, of varied manufacturing interests, and containing a prosperous and happy population of over 70,000,000 of people. We want to afford you an object lesson of the marvelous growth of communities, founded mainly during the past century, which support a postal system comprising more than 70,000 offices and 200,000 employees, supplying mails for and dispatching them over 170,000 miles of railroad, 12,000 miles of steamboat service, and by other minor routes of service, aggregating in all 460,000 miles of post routes, and handling a total, in the year 1896, of 5,693,719,615 pieces of mail matter. Thus we place even the small and remote communities in direct communication with one another by means of postal facilities. By carrying back to your homes the knowledge that all these millions of people are anxious to establish the closest social and business relations with each of the countries you represent, you will convey some idea of the value of the maintenance and perfection of the system you have met to promote.

It is quite appropriate that this, the fifth Congress of the International Postal Union, should be held in the United States, and at the capital of our nation, for it was here that the suggestion creating this body originated.

Postmaster-General Blair, on August 4, 1862, in a communication addressed to Mr. Seward, then Secretary of State, proposed an international conference of postal delegates to recommend measures looking to the revision, simplification, and uniformity of its international postal arrangements; and the Department of State submitted the proposition to the Governments of a great number of countries. Favorable responses were received, and at Paris, on the second Monday of the following May, the first international conference assembled, composed of representatives from the United States of America, Austria, Belgium, Costa Rica, Denmark, Spain, France, Great Britain, Italy, the Netherlands, Portugal, Prussia, the Hawaiian Islands, Switzerland, and the Hanseatic cities.

Out of this idea of an international conference grew the larger idea of a permanent Universal Postal Union, and the first Congress of this Union met in the hall of the National Senate of Switzerland in September 1874. The treaty creating this Union went into effect on the 1st of July, 1875.

In congratulating our Government and our people upon being the host of this, probably the most representative body of all the civilized nations of the earth that has ever assembled, I can, therefore, express our profound pride that the idea creating this Union originated with us. The Universal Postal Union is young in years, but phenomenal in success and achievements. It is the outgrowth of separate treaties between different national organizations, each compact differing in some essential respects from all others.

Only twenty-three years ago, in the city of Berne, at the foot of the Alps, the delegates from a little number of countries met and laid, deep and solid, the foundations of this Union. The founders of the institution are fast passing away; only a few remain on this side of the boundaries of time who have personal recollections of its inauguration, and soon there will be left only the scattered and incomplete records of the different Administrations to tell the story of how one of the grandest projects of the century was conceived and born.

We are rapidly approaching the realization of the dream which was outlined in the colossal enterprise, for there is reason to believe that by the time this Congress adjourns the sun will not rise upon a civilized people nor set upon an organized government which is not included in the wise and beneficent jurisdiction of the Universal Postal Union.

Thus you meet under happy auspices. Representatives from countries not in the Union, those from China and Korea, are present and ready to join your brotherhood, participate in your deliberations, and become coworkers with you. Would that the representatives of the several governments which constituted the component parts of the infant Union, the men whose genius shines through every written page of your early history, and whose influence is everywhere visible in the beneficent labors of their successors, could be present to enjoy the almost full fruition of their hopes and aspirations!

Most of them have crossed the dark river and now rest under the shade of the other shore. Since the Congress of Vienna, official notices of the death of some of its honored members have been sent out by the International Bureau at Berne—such conspicuous names as Hofstede, Director-General of Posts and Telegraphs of the Netherlands; of Lund, the late Director-General of the Posts of Denmark; of Sir Arthur Blackwood, Secretary of the General Post-Office at London; of Eugene Borel, the accurate, scholarly, accomplished, and efficient Director of the International Bureau at Berne, and of Dr. Von Stephan, the Director of the Imperial Posts of Germany, a man of wide learning and wisdom and exceptional mental resources, the Bismarck of the post.

Thus briefly alluding to the virtues of your former collaborators and friends, I am tempted to quote from the touching tribute paid by Dr. Von Stephan at the opening meeting of the Vienna Congress to those of his former associates whose death had just been announced:

"Gentlemen," said he, "at the moment we are about to inaugurate our labors, permit me to follow a sacred usage in calling to mind the names of our fellow-laborers and friends who, since the Congress of Lisbon, have by the inscrutable decree of Providence passed beyond the confines of this life." Then, after a brief eulogy of the honored dead, he closed with the suggestion, "on their tombs let us lay the wreath of remembrance and friendship."

So, let us bring to-day to his grave and to the graves of those whom he, too, would have delighted to honor, the fragrance of friendship, the remembrances of their lives crowned by useful deeds. Fortunate it is that in the practical affairs of life no man or group of men is indispensable to the accomplishment of great reforms. Men die, but genius survives. The deeds of brave and successful workers outlive them. Those to whom I have referred have left a precious legacy of difficulties overcome, of obstructions removed from the path of postal progress and reforms, and have surveyed and made straight the highways upon which you are to travel in reaching the goal they set up for your ambition. They have made your work lighter. They conceived, and left you to execute. I doubt not that you will enter upon the task cheered by the prospects that your successes will be the consummation of their designs.

Some important questions will be brought to your attention which are not likely to be decided by unanimous vote; some powerful Governments will propose modifications of the treaty of Vienna relating to the reduction of transit rates. Others will ask to have such rates abolished. The question of reducing the rates of international postage will come before you. To the consideration of these grave propositions I invite your careful attention, confident that your decision thereon, as well as on the other subjects, will be wise and profitable for all the countries concerned.

Again welcoming you to this capital, wishing for each of you a pleasant sojourn among us and a safe return to your homes at the conclusion of a profitable session, I declare the fifth Congress of the Universal Postal Union opened, and ask you to organize by nominating a president to conduct your deliberations.

Upon the conclusion of the Postmaster-General's address—which was responded to by Mr. Delessert, of Switzerland; Mr. Fritsch, of Germany, and Dr. Neubauer, of Austria—General Batcheller was elected President of the Congress; Mr. Ed Höhn, Director of the International Bureau, was elected vice-president, and Messrs. Galle, Wendling, Krains, of the International Bureau, Colonel Chaillé-Long, and Mr. Hatcher were elected secretaries.

The final session was held on the 15th of June, when the "Universal Postal Convention" of Washington and the other Conventions and Arrangements concluded by the Congress were signed by the duly accredited delegates, and the World's Postal Congress of Washington passed into history.

The work of preparing for the Congress commenced on the 20th of October, 1896, when the Postmaster-General requested the Secretary of State to formally invite, through the diplomatic channel, each country of the world to be represented in the Congress, and to furnish as soon as possible the name and address of its delegate. And later the Secretary of the Treasury was asked to arrange that the usual courtesies be extended to the delegates arriving from abroad, so that their baggage should not be subjected to inspection by customs officers.

Then came the question of supplying a meeting place. There was not a suitable building in the city in which the Congress could be conveniently located; but after several months had been consumed in fruitless inquiry the Hall of the Corcoran Gallery of Art, at the corner of Seventeenth street and Pennsylvania avenue, became vacant, and as it was admirably adapted to the use of the Congress and its committees, it was leased for that purpose from the 1st of April to the 15th of July.

Possession was promptly taken, and on the 5th of April Messrs. W. B. Moses & Sons were authorized to cleanse, decorate, and furnish the building in accordance with plans approved by the Postmaster-General. On the 1st of May the hall was ready for occupancy, the contractors having within twenty-six days cleansed the floors, walls, and ceilings; hung the walls with handsome draperies, covered the floors with velvet carpets and antique rugs, furnished the various rooms with desks, tables, chairs, and articles of luxurious furniture, and adorned them with growing plants, to such an extent that the accommodations offered to the Postal Congress of Washington were, at least, equally elegant to the accommodations offered to any previous Postal Congress.

Meanwhile, arrangements were made with Messrs. Gibson & Brothers for the necessary printing, and with Mr. John C. Parker for stationery, and with the Hotel Normandie for a lunch to be served daily during the sessions of the Congress. Meanwhile, also, arrangements were made for a branch post-office, and a telephone station to be operated at the hall of the Congress; and the principal hotels of the city were requested to name the rates at which delegates to the Congress would be accommodated, and these rates were tabulated and transmitted to each delegate as his name and address were furnished to this Department in compliance with the request of the Secretary of State.

The work preliminary to the opening of the Congress involved much correspondence (all in the French language) with the individual delegates in reply to their requests for information of all kinds, but the whole work was done by this Office without assistance, and under the direct supervision of the Postmaster-General, up to about two weeks before the Congress opened.

On the 19th of April, however, the Postmaster-General appointed a "Committee of Arrangements," consisting of the following officials of the Department, viz: First Assistant Postmaster-General Perry S. Heath, Capt. N. M. Brooks, Capt. Jas. E. White, Dr. W. R. Davis, Messrs. W. B. Merchant, and N. A. C. Smith.

Nothing remained to be done so far as preparing for the accommodation of the Congress was concerned, but the committee immediately took up the matter of entertainments, with a view to making the sojourn of the delegates in the United States pleasant and agreeable, and also arranged for the presentation of appropriate souvenirs—as has been the custom at former Postal Congresses.

With the assistance of Second Assistant Postmaster-General Shallenberger, the committee arranged for three excursions: First, to Mount

Vernon, with lunch at Marshall Hall; second, to Fort Monroe by steamer between Baltimore and the fort, and third, a railway excursion which left Washington on the 4th of June and returned on the 12th.

At Mount Vernon a wreath was placed on the tomb of Washington in the name of the Postal Congress by Mr. Walpole, delegate of Great Britain, who paid an eloquent tribute to "The father of his country."

At Fort Monroe the fort was visited, and the delegates were received by the Commandant.

The railway excursion was made on a train of nine perfectly appointed Pullman cars and lasted nine days. Stops were made at Indianapolis, St. Louis, Chicago, Niagara Falls, Buffalo, Rochester, Syracuse, Albany, Boston, Atlantic City, and Philadelphia, at all of which places committees of citizens offered entertainment to the delegates in the way of drives about the city and visits to places of interest.

In addition the delegates were formally received by the Postmaster-General in the Hall of the Congress, and later by the President of the United States, in the Executive Mansion. They were also invited to a special view of the new Corcoran Gallery of Art, and to garden parties by Mrs. Calvin S. Brice, by the British Ambassador, and by Hon. Gardiner G. Hubbard. A special exhibition of very fine stereopticon views of scenery of the United States was also given in honor of the Congress by Mr. John P. Clum at the National Theater.

The souvenirs prepared by the Committee of Arrangements and presented to each member of the Congress, consist of a group picture of the Postmaster-General and the entire Congress; an album containing large photographic views (interior and exterior) of the Postal Congress Hall, including one view of the Congress in session, and scenes in and around Washington; a silver medal (0.99 fine) specially prepared at the Mint in Philadelphia commemorative of the Universal Postal Congress of Washington, and a set of the United States postage stamps and stamped envelopes of the current series.

Before the Congress was called to order in its final session on the 15th of June, the members assembled informally in the room of the First Committee, where Mr. Delessert, doyen d'age of the Congress, presented to General Batcheller and Captain Brooks handsome pieces of silver as testimonials on behalf of the Congress of its respect and esteem; and to Colonel Chaillé-Long and Mr. Hatcher valuable souvenirs attesting their efficient services as secretaries to the Congress, and the valuable assistance rendered by them to individual delegates. The Congress then assembled in full session, the Conventions and Arrangements were signed, addresses complimenting the United States, the President, the Postmaster-General, and the United States delegates for the manner in which the Congress had been provided for and the comfort and entertainment of the delegates assured, were made by Mr. Delessert of Switzerland, Mr. Walpole of Great Britain, Mr. Chavez of Mexico, Mr. Chiaradia of Italy, and Count Santo-Thyrso of Portugal, and the Congress of Washington was declared "closed."

But the work of the secretaries was not yet completed, for the final documents were yet to be received from the printer and sent to the delegates. This occupied several days—so that it was not until 10.30 on the night of Saturday, June 19, that I saw the last package of documents deposited in the post-office, and the work of the Congress was finished.

For exactly eight months—from October 20, 1896, to June 19, 1897—the matter had caused me constant care and anxiety. For, being charged with the duty of making suitable preparations, and knowing the lavish hospitality extended to former Congresses by the countries

which entertained them, I was anxious that the reception and entertainment in the United States should be such as would compare favorably with the courtesies received in other countries.

A person who has not had a similar experience can not understand the strain involved in arranging all the details for the entertainment of a Congress composed of representatives of every nation of the world; and in which his native land is brought into sharp contrast and criticism (even if friendly) with other countries.

We can not hope to have excelled in hospitality the countries which have been honored with the presence of previous Congresses; but I feel sure that we have no cause to blush for the result of our efforts in attempting to equal them. And this knowledge amply repays me for the labor, care, and anxiety involved in my share of the work of preparation.

There is maintained, under the name of the "International Bureau of the Universal Postal Union," a central office, which is conducted under the superintendence of the Swiss Postal Administration, and the expenses of which are borne by all the Administrations of the Union.

This Bureau is charged with the duty of collecting, collating, publishing, and distributing information of every kind which concerns the international postal service; of giving, at the request of the parties concerned, an opinion upon questions in dispute; of making known propositions for modifying the acts of Congress; of giving notice of the changes adopted, and, in general, of undertaking such reasearches and labors as may be intrusted to it in the interest of the Postal Union.

The latest report of the Director (for the year 1896) shows that the total cost of maintaining the Bureau was (frances 94,589.48) \$18,255.77.

Pursuant to the provisions of the Universal Postal Convention, this sum was divided into 624 units, of which this Department paid 25 units, or frances 3,800 = \$733.40.

SEA POST-OFFICES.

The international sea post-offices have been in continuous operation upon the fast steamers of the North German Lloyd Steamship Company and the Hamburg-American Packet Company, viz:

The steamers *Aller*, *Havel*, *Lahn*, *Saale*, *Spree*, and *Trave*, of the North German Lloyd, and the steamers *Augusta Victoria*, *Columbia*, *Fuerst Bismarck*, and *Normannia*, of the Hamburg-American Packet Company; 91 trips having been made from New York and 91 from Germany.

During the 91 trips from New York 4,536,000 ordinary articles, 62,476 registered articles, and 6,642 bags of printed matter were distributed during 5,786 working hours, an average of 49,846 ordinary articles, 687 registered articles, and 73 sacks of printed matter per trip of 64 hours; and during the 91 trips from Germany, 11,949,550 ordinary articles, 186,901 registered articles, and 15,954 sacks of printed matter were distributed during 8,266 working hours, an average of 131,314 ordinary articles, 2,054 registered articles, and 175 sacks of printed matter per trip of 91 hours.

Sea post-offices have also been in operation upon the steamers *New York*, *Paris*, *St. Louis*, and *St. Paul* of the International Navigation Company, 55 trips having been made from New York and 53 from Southampton.

During the 55 trips from New York 85,556 ordinary articles and 3

sacks of printed matter were distributed, and during the 53 trips from Southampton 2,238,400 ordinary articles, 34,775 registered articles, and 3,021 sacks of printed matter were distributed.

As heretofore stated, the full benefit of the sea post service can not be secured on the steamers of the International Navigation Company, for the reason that the mails conveyed to this country by those steamers are very light—the full mails being dispatched by the steamers under contract with the British Government; and that of the mails dispatched from this country those for Great Britain are not distributed because the British Office has declined to furnish the assistance necessary to that end.

That the service has been reasonably satisfactory is shown by the fact that very few complaints have been received, and that in the distribution of 14,409,626 letters and post cards only 2,010 errors (0.014 per cent) have been reported. The service could be improved if the accommodations on board the steamers for sea post-office purposes were more commodious than they are at present and than it has been practicable thus far to make them. But when we consider the small space available for office purposes (about 10 feet square) and the fact that stormy weather frequently retards, if it does not entirely interrupt the work of the clerks, there is very little room for complaint that the work of the sea post-offices is not more nearly perfect.

CASUALTIES.

The Pacific Mail steamer *Columbia*, en route to San Francisco with mails from Panama and other ports, was wrecked off Pigeon Point, 40 miles south of San Francisco, on the 15th of July, 1896. The mails were saved.

The steamer *Ville de Ste. Nazaire*, which sailed from New York on the 6th of March, 1897, with mails for West Indian ports, foundered off Cape Hatteras March 7. None of the mails were saved.

PARCELS POST.

There has been no extension of the Parcels-Post service during the current year.

The weights of the Parcels-Post mails dispatched from the United States during the last two fiscal years were as follows, viz:

	Pounds.
For the year ended June 30, 1897.....	109,737
For the year ended June 30, 1896.....	79,802

which shows an increase during the last fiscal year of 29,935 pounds, or more than 37.5 per cent.

Perhaps it may be well again to call attention to the fact that applications from the Postal Administrations of Germany, Great Britain, France, Belgium, Norway, Italy, and New Zealand for the establishment of the Parcels-Post service between those countries and the United States have been on file in this Department for several years and have recently been renewed.

CONTRACT OCEAN-MAIL SERVICE.

The contract service has undergone no change during the year, the service upon the four routes now in operation having been performed to the satisfaction of the Department and of the contractors.

The distance traversed, the amount paid as mileage, and the weights

of the mails and the amount which would have been paid for the same service at the allowance of the full sea and United States inland postage upon the four routes in question are as follows, viz:

Route 36, New York to La Guayre, 36 trips; statute miles traveled, 81,288; mileage paid.....	\$81,288.00
Weights of the mails conveyed: Letters and post cards, 6,713 pounds; other articles, 94,594 pounds; amount of the full sea and inland postage thereon.....	18,308.32
Excess of cost of contract service on Route 36	62,979.68
Routes 69 and 70, New York to Tuxpam, and New York to Havana, 52 trips each; statute miles traveled, 203,580; mileage paid.....	203,580.00
Weights of the mails conveyed: Letters and post cards, 1,289 pounds; other articles, 14,112 pounds; amount of full sea and inland postage thereon.....	3,191.36
Excess of cost of contract service on Routes 69 and 70.....	200,388.64
Route 57, New York to Southampton, 52 trips; statute miles traveled, 189,332; mileage paid.....	757,328.00
Weights of the mails conveyed: Letters and post cards, 161,259+ pounds; other articles, 1,762,706+ pounds; amount of full sea and inland postage thereon.....	399,031.90
Excess of cost of contract service on Route 57	358,296.10
Aggregate excess of cost of contract service	621,664.42

The Ocean Mail Contract service should be credited also with the carriage of the closed mails of foreign origin forwarded during the year from this country by means of steamers under contract with this Department.

The weights of said closed mails amounted to 15,660,184 grams (34,513 pounds) of letters and post cards, and 150,448,755 grams (331,739 pounds) of other articles; for the conveyance of which, steamers not under contract would have been entitled to compensation at the rate of 5 francs per kilogram of letters and post cards, and 50 centimes per kilogram of other articles, or to a total sum of \$29,630.38. Deducting said sum from the "aggregate excess of cost," we find as the net excess of cost of the contract service \$592,034.04.

TRANSATLANTIC MAILS.

The mails for Great Britain and the Continent of Europe are dispatched by every fast steamer; and when two fast steamers sail on the same day, or succeeding days, the mails are, as a rule, assigned to the one whose previous speed record gives reason to believe that it will deliver the mails sooner on the other side of the Atlantic. Other things being equal, preference is given to steamers sailing under the flag of the United States, and especially to those under contract with this Department at a compensation of \$4 for each mile traveled from New York to Southampton. Steamers flying the flag of the United States, but not under contract, are allowed for their services all the postage collected on the mails they carry from this country; that is to say, 5 cents a half ounce, \$1.60 a pound (or \$3,200 a short ton), for letters and post cards, and 1 cent for 2 ounces, 8 cents a pound (or \$160 a short ton), for other articles. In the case of a steamer conveying the mails under a foreign flag, compensation for the service is allowed at the rate of 44 cents a pound (or \$880 a short ton) for letters and post cards, and 4½ cents a pound (or \$90 a short ton) for other articles, calculated on the actual net weight of the mails conveyed.

CENTRAL AND SOUTH AMERICAN MAILS.

Our communication with the west coast of Central and South America is regular and reliable, at least three times a month, by means of steamers plying between New York and Colon; and to Venezuela we have the same frequency of service by means of the Red D Line, which is performing contract service between New York and La Guayra under the provisions of the act of Congress approved March 3, 1891, the contract rate of pay being \$1 a mile outward. Contract service at the same rate of pay is also performed once a week by the New York and Cuba Mail Line between New York and Havana, and once a week between New York and certain Mexican Gulf ports via Havana. Besides, there is additional through service with Cuba by means of steamers plying twice a week during the summer and three times a week during the winter between Tampa, Fla., and Havana, Cuba. This service is an extension of the domestic contract between Tampa and Key West, Fla., and does not come under the provisions of the Act of March 3, 1891. With British Honduras (Belize), Guatemala, and the Republic of Honduras we have regular communication by means of steamers flying the flag of the United States, which sail every week from New Orleans. By steamers sailing from the same port we have regular weekly communication with Costa Rica, and frequent, although irregular, communication with Nicaragua and with the Colombian ports of Bocas del Toro, Cartagena, and Santa Marta; and from Mobile, Ala., we have frequent, although irregular, service with Cartagena and Bocas del Toro (Colombia), and with Belize, Honduras, and Guatemala. Communication with the West India Islands has been maintained without material change, and principally by means of the New York and Cuba, New York and Porto Rico, Quebec, Atlas, Clyde, Royal Dutch West India, Spanish Transatlantic, Trinidad, and Bahamas lines of steamers; while by means of the Buckman Fruit Company, the Boston Fruit Company, and the Quaker City Fruit Company we have had more than one dispatch a week to Jamaica from Baltimore, Boston, and Philadelphia. By means of the Lamport and Holt, Sloman's Brazil, Norton, Knott's Prince, and Red Cross lines, mails for Brazil and the River Plate countries have been dispatched six or seven times a month by steamers sailing for those countries direct. Correspondence for Brazil and the River Plate countries is not, however, held for dispatch by these steamers, but is forwarded via England when that course will expedite its delivery at destination.

TRANSPACIFIC MAILS.

By means of the steamers sailing once or twice a month from Tacoma and the steamers sailing regularly three times a month from San Francisco, mails for Japan and China have been dispatched not less than four and sometimes five times a month.

No change has occurred in our means of communication with the Australasian colonies, the service being regular once every four weeks from San Francisco to Sidney, performed by the Oceanic Steamship Company under an arrangement entered into with the colonies of New Zealand and New South Wales many years ago, but which is renewed from year to year. This Department is not a party to the arrangement, but contributes toward the support of the service to the extent of its ability under the statutes in force by allowing to the Oceanic Steam-

ship Company all of the postage collected on mails conveyed by its steamers sailing under the United States flag, which amounted this year to \$55,000. Besides, for the last two years Congress has made a special appropriation annually of \$80,000 additional for this service; so that for those two years the Oceanic Steamship Company has received \$135,000 per annum for its services.

Advantage is also taken of the opportunities offered for the dispatch of correspondence for the colonies by means of the Canadian line of steamers sailing from Vancouver, British Columbia, once a month.

The steamers above referred to call at Honolulu, and the Oceanic Steamship Company dispatches an additional vessel every month to that port. Besides, about one steamer a month en route for Japan and China calls at Honolulu, so that there are not less than three opportunities a month for communication by mail with Hawaii, and generally there are not less than four.

In connection with the transpacific service it is to be noted that an Imperial Postal System was inaugurated in China on the 20th of February, 1897.

OFFICE WORK.

During the year 29,500 communications were received, entered in brief in "Letters received," and acted upon, of which 7,468 were in foreign languages and were translated; 7,871 were referred by "slip" to other officials, and the remainder involved the preparation of 5,723 letters, which were signed, press copied, briefed, and indexed. Besides this, 44,030 printed circulars and documents were mailed to various addresses unaccompanied by letters.

The work has been accomplished by a force of seven clerks (4 male and 3 female) in addition to the chief clerk, and to their energy and industry is due the fact that the business of the office is up to date.

GENERAL OBSERVATIONS.

Attention is again invited to the questions (1) of the extensions of the parcels-post system; (2) the reduction of the registration fee to 5 cents; (3) the equipment of all post-offices with scales of a capacity of eleven pounds, and with 6-foot tape measures, for use in weighing and measuring parcels-post packages.

APPENDICES.

I append hereto English translations of the Conventions and Arrangements negotiated by the Universal Postal Congress of Washington, as follows, viz:

- (1) The Universal Postal Convention (governing the exchange of mails generally).
- (2) Arrangement for the exchange of articles bearing a declaration of their value.
- (3) Arrangement for the exchange of Money Orders.
- (4) Convention for the exchange of Parcels.
- (5) Arrangement for a collection (C. O. D.) service.
- (6) Arrangement for the use of "Books of Identity."
- (7) Arrangement for subscription at post-offices to periodical publications.

And also statistical tables, showing the number of post-offices and

employees; number of letter boxes for the use of the public; proportion of post-offices and of articles of mail matter to area and population; length of mail routes and number of miles traveled annually thereon; number of articles received and dispatched in international mails and by parcels-post; postal revenues and expenditures and subsidies paid to steamship companies, relating to various countries of the Postal Union, during the year 1895, which have been collected from the most recent statistical tables published by the International Bureau of the Universal Postal Union.

I am, very respectfully, your obedient servant,

N. M. BROOKS,

Superintendent of Foreign Mails.

The SECOND ASSISTANT POSTMASTER-GENERAL.

APPENDIX.

UNIVERSAL POSTAL UNION.

I.—UNIVERSAL POSTAL CONVENTION.

Universal Postal Convention concluded between Germany and the German Protectorates, the Greater Republic of Central America, the United States of America, the Argentine Republic, Austria-Hungary, Belgium, Bolivia, Bosnia-Herzegovina, Brazil, Bulgaria, Chile, the Empire of China, the Republic of Colombia, the Independent State of Congo, the Kingdom of Korea, the Republic of Costa Rica, Denmark and the Danish Colonies, the Dominican Republic, Egypt, Ecuador, Spain and the Spanish Colonies, France, the French Colonies, Great Britain and various British Colonies, British India, the British Colonies of Australasia, Canada, the British Colonies of South Africa, Greece, Guatemala, the Republic of Haiti, the Republic of Hawaii, Italy, Japan, the Republic of Liberia, Luxemburg, Mexico, Montenegro, Norway, the Orange Free State, Paraguay, the Netherlands and the Netherlands Colonies, Peru, Persia, Portugal and the Portuguese Colonies, Roumania, Russia, Servia, the Kingdom of Siam, the South African Republic, Sweden, Switzerland, the Regency of Tunis, Turkey, Uruguay, and the United States of Venezuela.

The undersigned, plenipotentiaries of the Governments of the countries above enumerated, being assembled in Congress at Washington, by virtue of Article 25 of the Universal Postal Convention concluded at Vienna on the 4th of July, 1891, have, by common consent, and subject to ratification, revised said Convention in conformity with the following stipulations:

ARTICLE FIRST.

The countries between which the present Convention is concluded, as well as those which may join it hereafter, form, under the title of "Universal Postal Union," a single postal territory for the reciprocal exchange of articles of correspondence between their post-offices.

ARTICLE 2.

The stipulations of this Convention extend to letters, to single post cards and post cards with paid reply, printed matter of every kind, commercial papers and samples of merchandise originating in one of the countries of the Union, and intended for another of those countries. They also apply to the exchange by mail of the articles above mentioned between the countries of the Union and the countries foreign to the Union, whenever the services of two of the contracting parties at least are used for that exchange.

ARTICLE 3.

1. The Postal Administrations of neighboring countries, or countries able to correspond directly with each other without using the intermediary of the services of a third Administration, determine, by mutual agreement, the conditions of the conveyance of mails which they exchange across the frontier, or from one frontier to the other.

2. Unless there be a contrary arrangement, the direct maritime conveyance performed between two countries by means of packets or vessels depending upon one of them, shall be considered as a third service, and this conveyance, as well as that

performed between two offices of the same country by the intermediary of maritime or territorial services depending upon another country, is regulated by the stipulations of the following Article.

ARTICLE 4.

1. The right to transit is guaranteed throughout the entire territory of the Union.

2. Consequently, the several Postal Administrations of the Union may send reciprocally, through the intermediary of one or of several of them, as well closed mails as correspondence in open-mail, according to the needs of the traffic and the convenience of the postal service.

3. The correspondence exchanged, whether in open-mail or in closed mails, between two Administrations of the Union, by means of the services of one or several other Administrations of the Union, is subject to the following transit charges, to be paid to each of the countries traversed, or whose services participate in the conveyance, viz:

First. For territorial conveyance, 2 francs per kilogram of letters and post cards, and 25 centimes per kilogram of other articles.

Second. For maritime conveyance—

(a) at the territorial transit rates, if the route does not exceed 300 nautical miles. However, the maritime conveyance on a route not exceeding 300 nautical miles is gratuitous if the Administration interested receives already, in right of mails or correspondence conveyed, the remuneration applicable to territorial transit;

(b) at 5 francs per kilogram of letters and post cards, and at 50 centimes per kilogram of other articles, for exchanges effected on a route exceeding 300 nautical miles, between countries of Europe, between Europe and the ports of Africa and Asia on the Mediterranean and the Black Sea, or between any of these ports, and between Europe and North America. The same rates are applicable to conveyances secured within the entire jurisdiction of the Union between two ports of one and the same State, as well as between the ports of two States served by the same line of steamers when the maritime conveyance does not exceed 1,500 nautical miles;

(c) at 15 francs per kilogram of letters and post cards and at 1 franc per kilogram of other articles for all conveyances not coming under the categories mentioned under "a" and "b" above. In the case of maritime conveyance effected by two or several Administrations, the charges for the entire conveyance can not exceed 15 francs per kilogram of letters and post cards, and 1 franc per kilogram of other articles. These charges are, if necessary, divided between the Administrations participating in the conveyance pro rata for the distances traversed, without prejudice to other arrangements which may exist between the parties interested.

4. The transit rates specified in the present Article do not apply either to conveyance by means of services depending upon Administrations foreign to the Union, or to conveyance within the Union by means of extraordinary services specially established or maintained by one Administration, either in the interest or at the request of one or several other Administrations. The conditions of the last-mentioned category of conveyance are regulated by mutual agreement between the Administrations interested.

Moreover, wherever the transit, both territorial and maritime, is at present gratuitous or subject to more advantageous conditions, that state of affairs is maintained.

5. It is, however, understood:

1st. that the charges for territorial transit will be reduced, viz:

5 %, during the first two years of the application of the present Convention;

10 %, during the two following years;

15 %, after four years;

2nd. that the countries whose receipts and expenditures for territorial transit together do not exceed the sum of 5,000 francs a year, and whose expenditures exceed their receipts for this transit, are exempt from any payment on this score;

3rd. that the maritime transit rates of 15 francs per kilogram of letters and post-cards provided under "a" of section 3 preceding will be reduced, viz:

to 14 francs during the first two years of the application of the present Convention;

to 12 francs during the two following years;

to 10 francs after four years.

6. The expenses of transit are borne by the Administration of the country of origin.

7. The general settlement of these expenses takes place in the conditions to be determined on in the Regulations of execution referred to in Article 20 hereafter.

8. The official correspondence mentioned in Section 2 of Article 11 hereafter, the reply-halves or double post cards returned to the country of origin, articles, re-forwarded or missent, undeliverable articles, return receipts, money orders, and all other documents relative to the postal service, are exempt from all transit charges, whether territorial or maritime.

ARTICLE 5.

1. The rates of postage for the conveyance of postal articles throughout the entire extent of the Union, including their delivery at the residence of the addressees in the countries of the Union where a delivery service is or shall be organized, are fixed as follows:

First. For letters, 25 centimes in case of prepayment, and double that amount in the contrary case, for each letter and for every weight of 15 grams or fraction of 15 grams;

Second. For post cards, in case of prepayment, 10 centimes for a single card, or for each of the two halves of a post card with paid reply, and double the amount in the contrary case;

Third. For printed matter of every kind, commercial papers, and samples of merchandise, 5 centimes for each article or packet bearing a particular address, and for every weight of 50 grams or fraction of 50 grams, provided that such article or packet does not contain any letter or manuscript note having the character of actual and personal correspondence, and that it be made up in such a manner as to admit of its being easily examined.

The charge on commercial papers can not be less than 25 centimes per packet, and the charge on samples can not be less than 10 centimes per packet.

2. In addition to the rates fixed by the preceding paragraph there may be levied:

First. For every article subjected to maritime-transit charges of 15 francs per kilogram of letters or post cards, and 1 franc per kilogram of other articles, and in all the relations to which these transit charges are applicable, a uniform surtax which may not exceed 25 centimes per single rate for letters, 5 centimes per post card, and 5 centimes per 50 grams or fraction of 50 grams for other articles.

Second. For every article conveyed by services depending on Administrations foreign to the Union, or by extraordinary services in the Union giving rise to special expenses, a surtax in proportion to these expenses.

When the rate of prepayment of a single post card comprises one or the other of the surtaxes authorized by the two preceding sections, this same rate is applicable to each of the halves of a post card with paid reply.

3. In case of insufficient prepayment, articles of correspondence of every kind are liable to a charge equal to double the amount of the deficiency, to be paid by the addressees, which charge, however, may not exceed that which is levied in the country of destination on correspondence not prepaid, of the same nature, weight, and origin.

4. Articles other than letters and post cards must be prepaid at least in part.

5. Packages of samples of merchandise may not contain any article having a salable value; they must not exceed 350 grams in weight, or measure more than 30 centimeters in length, 20 centimeters in breadth, and 10 centimeters in depth, or, if they are in the form of a roll, 30 centimeters in length and 15 centimeters in diameter.

6. Packages of commercial papers and printed matter may not exceed 2 kilograms in weight, or measure more in any direction than 45 centimeters. Packages in the form of a roll may, however, be admitted to the mails provided they do not exceed 10 centimeters in diameter and 75 centimeters in length.

ARTICLE 6.

1. The articles specified in Article 5 may be registered.

2. Every registered article is liable, at the charge of the sender:

First. To the ordinary prepaid rate of postage upon the article, according to its nature.

Second. To a fixed registration fee of 25 centimes at the maximum, including the issue of a receipt to the sender.

3. The sender of a registered article may obtain an acknowledgment of delivery of said article by paying at the moment of mailing a fixed fee of 25 centimes at the maximum. The same fee may be applied to requests for information relative to registered articles made subsequent to mailing if the sender has not yet paid the special charge for obtaining a return receipt.

ARTICLE 7.

1. Registered articles may be sent, marked with trade charges to be collected on delivery, in the mails exchanged between countries whose Administrations agree to assure this service.

Articles marked with trade charges are subject to the formalities and rates applicable to registered articles.

The maximum of the trade charge is fixed, per article, at 1,000 francs, or the

equivalent of that sum in the money of the country of destination. Every Administration, however, has the liberty to reduce this maximum to 500 francs per article, or to the equivalent of that sum in its monetary system.

2. Unless there be a contrary arrangement between the Administrations of the countries interested, the amount collected from the addressee must be transmitted to the sender by means of a money order, after deducting the fee for ordinary money orders, and a charge of 10 centimes for cashing.

The amount of a money order for an article marked with trade charges which has become undeliverable, remains at the disposal of the Administration of the country of origin of the article marked with trade charges.

3. The loss of a registered article marked with trade charges involves the responsibility of the postal service in the conditions determined by Article 8 hereafter for registered articles not marked with trade charges. After the article has been delivered, the Administration of the country of destination is responsible for the amount of the trade charge and must, in case of complaint, prove that the sum collected has been transmitted to the sender, after deduction of the fee and charge contemplated by Section 2.

ARTICLE 8.

1. In case of the loss of a registered article, and except in case of *force majeure*, the sender, or, at his request, the addressee, is entitled to an indemnity of 50 francs.

2. The countries disposed to undertake the risks which may result from cases of *force majeure* are authorized to levy from the sender, in view of such risks, a surtax not to exceed 25 centimes for each registered article.

3. The obligation to pay the indemnity is incumbent on the Administration to which the dispatching office belongs. There is reserved to that Administration a remedy against the responsible Administration, that is to say, against the Administration within whose territory or in whose service the loss occurred.

In case of loss, under circumstances of *force majeure*, within the territory or in the service of a country undertaking the risks mentioned in the preceding Section, of a registered article originating in another country, the country where the loss has taken place becomes responsible for the article to the dispatching office, if the latter, on its part, undertakes the risks in cases of *force majeure* over against its senders.

4. Until the contrary is proved, the responsibility rests with the Administration which, after having received the article without making any remark, can not prove either its delivery to the addressee or its regular transmission to the next Administration, as the case may be. As regards articles addressed *poste restante*, the responsibility ceases upon delivery to a person who has proved, according to the regulations in force in the country of destination, that his name and description are in conformity with the indications of the address.

5. The payment of the indemnity by the dispatching office should be made as soon as possible, and at the latest within the period of one year dating from the day of the reclamation. The responsible office is bound to refund to the dispatching office without delay the amount of the indemnity paid by the latter.

The office of origin is authorized to indemnify the sender on account of the intermediary office or the office of destination which, after regular application has been made, has allowed a year to elapse without attending to the matter. Moreover, in case an office whose responsibility has been duly established, has at once declined to pay the indemnity, it must take upon itself, in addition to the indemnity, the accessory charges resulting from the unjustified delay in the payment.

6. It is understood that the reclamation is only entertained if made within the period of one year from the time when the registered article was mailed; after this period has passed the claimant has no right to any indemnity.

7. If the loss has occurred during transportation, and it is impossible to ascertain on the territory of which country the loss took place, the Administrations concerned bear the loss in equal proportions.

8. The Administrations cease to be responsible for registered articles, the addressees of which have given a receipt for them and have accepted them.

ARTICLE 9.

1. The sender of an article of correspondence may cause it to be withdrawn from the service, or cause the address to be changed, as long as the article has not been delivered to the addressee.

2. The request to be formulated for this purpose is transmitted by mail or by telegraph, at the expense of the sender, who must pay as follows:

First, for every request by mail the charge applicable to a registered single letter; Second, for every request by telegraph, the charge for the telegram according to the ordinary tariff.

3. The provisions of this Article are not obligatory in countries the legislation of which does not allow the sender to dispose of an article in course of transportation.

ARTICLE 10.

Those countries of the Union which have not the franc for their monetary unit fix their postage rates at the equivalents, in their respective currencies, of the rates determined by the various Articles of the present Convention. Such countries have the option of rounding off the fractions in conformity with the Table inserted in the Regulations of execution mentioned in Article 20 of the present Convention.

ARTICLE 11.

1. Prepayment of postage on every description of article can be effected only by means of postage stamps valid in the country of origin for the correspondence of private individuals. However, it is not permitted to make use in the international service of postage stamps created for a special and particular purpose, such as postage stamps called commemorative, of a transitory validity.

There are considered as duly prepaid, reply post cards bearing postage stamps of the country which issued these cards, and the newspapers or packages of newspapers not bearing postage stamps, but whose address shows the words "postal subscription," and which are dispatched in virtue of the special arrangement relative to subscriptions for newspapers, mentioned in Article 19 of the present Convention.

2. Official correspondence relative to the postal service, exchanged between the Postal Administrations, between these Administrations and the International Bureau, and between the post-offices of the countries of the Union, is exempt from prepayment by ordinary postage stamps, and is alone admitted free.

3. Correspondence mailed on the high seas in the letter box of a vessel or by being handed to the captains of vessels, may be prepaid by means of the postage stamps and according to the postage rates of the country to which said vessel belongs or on which it is dependent. If the mailing on board takes place during the stay of the vessel at one of the two terminal points of the voyage or at one of the intermediate ports of call, prepayment of postage is not valid unless it is effected by means of the postage stamps and according to the postage rates of the country in whose waters the vessel happens to be.

ARTICLE 12.

1. Each Administration keeps the whole of the sums which it collects in execution of the foregoing Articles 5, 6, 7, 10, and 11, except the payments due for money orders provided by section 2 of Article 7.

2. Consequently there is no necessity on this head for any accounts between the several Administrations of the Union, except as regards the payments mentioned in Section 1 of the present Article.

3. Neither the senders nor the addressees of letters and other postal articles can be called upon to pay, either in the country of origin or in that of destination, any postage or any postal fee other than those contemplated by the Articles above mentioned.

ARTICLE 13.

1. Articles of correspondence of every kind are, at the request of the senders, delivered at the residence of the addressees by a special carrier immediately after their arrival in the countries of the Union which consent to undertake this service in their reciprocal relations.

2. These articles, which are indorsed "express," are subject to a special charge for delivery at the residence. This charge is fixed at 30 centimes, and must be paid in full and in advance by the sender, over and above the ordinary postage. It belongs to the Administration of the country of origin.

3. If the article is destined for a locality where there is no post-office, the Postal Administration of the country of destination may levy an additional charge, to the amount of the rate fixed for delivery by special carrier in its domestic service, a deduction being made of the fixed rate paid by the sender, or of its equivalent in the money of the country which levies this additional charge.

4. "Express" articles upon which the entire charges payable in advance are not fully prepaid are delivered by the ordinary means.

ARTICLE 14.

1. No additional charge is levied for the reforwarding of postal articles within the interior of the Union.

2. Undeliverable articles do not give rise to a restitution of the transit charges due to intermediary Administrations for the previous conveyance of said articles.

3. Unpaid letters and post cards, and insufficiently prepaid articles of every kind,

when returned to the country of origin, owing to their being reforwarded or because they have become undeliverable, are liable, at the expense of the addressees or senders, to the same rates as similar articles addressed directly from the country of the first destination to the country of origin.

ARTICLE 15.

1. Closed mails may be exchanged between the post-offices of any one of the contracting countries and the commanders of naval squadrons or ships of war of the same country stationed abroad, through the intermediary of the territorial or maritime services depending on other countries.

2. Articles of every kind inclosed in these mails must consist exclusively of those addressed to or sent by the officers and crews of the vessels for which the mails are destined or from which they are dispatched; the rates and conditions of dispatch applicable thereto are determined by the Postal Administration of the country to which the vessels belong, in accordance with its domestic regulations.

3. Unless there be a contrary arrangement between the offices interested, the Post-Office which dispatches or receives the mails in question is accountable to the intermediary Offices for the transit expenses calculated in conformity with the provisions of Article 4.

ARTICLE 16.

1. Circulation shall not be given to commercial papers, samples, and printed matter which do not fulfill the conditions required for these categories of articles by Article 5 of the present Convention and by the Regulations for its execution provided in Article 20.

2. If any of these articles be given circulation, they are returned to the office of origin and, if possible, delivered to the sender.

3. It is forbidden:

First, to send by mail:

(a) samples and other articles which, from their nature, may prove dangerous to the postal employees, soil or injure the correspondence;

(b) explosive, inflammable, or dangerous substances; animals and insects, living or dead, excepting the cases provided for in the Regulations of detail.

Second, to insert in ordinary or registered articles placed in the mails:

(a) current coin;

(b) articles liable to customs duty;

(c) gold or silver bullion, precious stones, jewelry, and other precious articles, but only in case their insertion or transmission is prohibited by the legislation of the countries concerned.

4. Articles coming under the prohibition of section 3 preceding which have been forwarded erroneously, should be returned to the office of origin, except in cases where the Administration of the country of destination is authorized by its legislation or by its domestic regulations to dispose of them otherwise.

However, explosive, inflammable, or dangerous substances are not returned to the office of origin; they are destroyed on the spot through the care of the Administration which ascertains their presence.

5. There is, moreover, reserved to the Government of every country of the Union the right to refuse to convey over its territory, or to deliver, as well articles liable to the reduced rate in regard to which the laws, ordinances, or decrees which regulate the conditions of their publication or circulation in that country have not been complied with, as correspondence of every kind which bears ostensibly inscriptions, designs, etc., forbidden by the legal enactments or regulations in force in the same country.

ARTICLE 17.

1. The Offices of the Union which have relations with countries situated outside the Union must lend their aid to all the other Offices of the Union for the transmission in open-mail, through their intermediary, of articles of correspondence destined for or originating in said countries.

2. As regards the transit charges on articles of every kind, and the responsibility for registered articles, the articles of correspondence in question are treated—

Relative to their conveyance within the jurisdiction of the Union, in accordance with the stipulations of the present Convention;

Relative to their conveyance outside the limits of the Union, in accordance with the conditions notified by the Office of the Union which serves as intermediary.

However, the charges for the entire maritime conveyance, within the Union and outside the Union, must not exceed 20 francs per kilogram of letters and post cards, and 1 franc per kilogram of other articles; if necessary, these charges are divided,

pro rata for the distances, between the offices participating in the maritime conveyance.

The transit charges, territorial or maritime, outside the limits of the Union as well as within the jurisdiction of the Union, on the articles of correspondence to which the present Article applies, are ascertained in the same manner as the transit charges relative to articles of correspondence exchanged between countries of the Union.

3. The transit charges on the articles of correspondence destined for countries outside the Union are payable by the office of the country of origin, which fixes the rates of prepayment in its service on said articles; these rates, however, must not be lower than the normal Union rates.

4. The transit charges on articles of correspondence originating in countries outside the Union are not payable by the office of the country of destination. That Office delivers without charge the articles of correspondence which it has received completely prepaid; on the unpaid articles of correspondence it levies a charge equal to double the rate of prepayment applicable in its own service to similar articles destined for the country where said articles originate; and on insufficiently prepaid articles it levies a charge equal to double the amount of the insufficiency; the charge, however, must not exceed that which is levied on unpaid articles of correspondence of the same nature, weight, and origin.

5. Articles of correspondence dispatched from one country of the Union to a country outside the Union, and vice versa, through the intermediary of an Office of the Union, may be transmitted, in both directions, in closed mails, if this mode of transmission is admitted by a common agreement by the offices of origin and destination of the mails, and by agreement with the intermediary Office.

ARTICLE 18.

The high contracting parties engage to adopt, or to propose to their respective legislatures, the necessary measures for punishing the fraudulent use, for the prepayment of postal articles, of counterfeit postage stamps, or postage stamps which have already been used. They likewise engage to adopt, or to propose to their respective legislatures, the necessary measures for prohibiting and suppressing the fraudulent manufacture, sale, offering for sale, or distribution of embossed and adhesive stamps in use in the postal service, counterfeited or imitated in such a manner as to be mistakable for the embossed and adhesive stamps issued by the Administration of any one of the contracting countries.

ARTICLE 19.

The services concerning letters and boxes with declared value, and those of money orders, postal parcels, collection of bills and drafts, books of identity, subscriptions to newspapers, etc., form the subject of special arrangements between the different countries or groups of countries of the Union.

ARTICLE 20.

1. The Postal Administrations of the various countries composing the Union are competent to establish by mutual agreement, in Regulations of execution, all the measures of order and detail which are judged necessary.

2. The several Administrations may, moreover, make among themselves the necessary arrangements on the subject of questions which do not concern the Union generally, provided that those arrangements are not contrary to the present Convention.

3. The Administrations interested are, however, permitted to conclude mutual agreements for the adoption of lower rates of postage within a radius of 30 kilometers.

ARTICLE 21.

1. The present Convention involves no alteration in the legislation of any country as regards anything which is not provided for by the stipulations contained in this Convention.

2. It does not restrict the right of the contracting parties to maintain and to conclude treaties, as well as to maintain and establish more restricted Unions, with the view to the reduction of the rates or any other improvement of the postal relations.

ARTICLE 22.

1. There is maintained, under the name of the "International Bureau of the Universal Postal Union," a central office, which is conducted under the superintendence of the Swiss Postal Administration, and the expenses of which are borne by all the Administrations of the Union.

2. This Bureau continues to be charged with the duty of collecting, collating, publishing, and distributing information of every kind which concerns the international postal service; of giving, at the request of the parties concerned, an opinion upon questions in dispute; of making known propositions for modifying the acts of the Congress; of giving notice of the changes adopted, and, in general, of undertaking such researches and labors as may be intrusted to it in the interest of the Postal Union.

ARTICLE 23.

1. In case of disagreement between two or more members of the Union, as to the interpretation of the present Convention, or as to the responsibility of an Administration in case of the loss of a registered article, the question in dispute is decided by arbitration. To that end, each of the Administrations concerned chooses another member of the Union not directly interested in the matter.

2. The decision of the arbitrators is given by an absolute majority of the votes.

3. In case the votes are equally divided the arbitrators choose, in order to settle the difference, another Administration equally disinterested in the disputed question.

4. The provisions of the present Article apply equally to all the Agreements concluded by virtue of Article 19, preceding.

ARTICLE 24.

1. Countries which have not taken part in the present Convention are admitted to adhere thereto upon their demand.

2. Notice is given of this adhesion, through the diplomatic channel, to the Government of the Swiss Confederation, and by that Government to all the countries of the Union.

3. It implies, as a right, accession to all the clauses and admission to all the advantages stipulated by the present Convention.

4. It devolves upon the Government of the Swiss Confederation to determine, by mutual agreement with the Government of the country interested, the share to be contributed by the Administration of this latter country toward the expenses of the International Bureau, and, if necessary, the rates to be levied by that Administration in conformity with Article 10, preceding.

ARTICLE 25.

1. Congresses of plenipotentiaries of the contracting countries, or simple administrative conferences, according to the importance of the questions to be solved, are held when a demand for them is made or approved by two-thirds, at least, of the Governments or Administrations, as the case may be.

2. Nevertheless, a Congress must be held at least once every five years.

3. Each country may be represented either by one or several delegates, or by the delegation of another country. But it is understood that the delegate or delegates of one country can be charged with the representation of two countries only, including the country which they represent.

4. In the deliberations each country has one vote only.

5. Each Congress fixes the place of meeting for the following Congress.

6. For Conferences, the Administrations fix the places of meeting upon the proposal of the International Bureau.

ARTICLE 26.

1. In the interval which elapses between the meetings, any Postal Administration of a country of the Union has the right to address to the other Administrations belonging to it, through the intermediary of the International Bureau, propositions concerning the regimen of the Union.

In order to be brought under deliberation, each proposition must be supported by at least two Administrations, not counting the one from which the proposition emanates. When the International Bureau does not receive at the same time as the proposition, the necessary number of declarations of support no notice is taken of the proposition.

2. Every proposition is subject to the following procedure:

A period of six months is allowed to the Administrations of the Union to examine the propositions, and to transmit to the International Bureau, if necessary, their observations. Amendments are not admitted. The replies are tabulated by the International Bureau and communicated to the Administrations with the invitation to pronounce either for or against the proposition. Those Administrations which have not transmitted their vote within a period of six months, counting from the date of the second circular of the International Bureau notifying them of the observations made, are considered as abstaining from voting.

3. In order to become binding the propositions must obtain as follows:

First. Unanimity of votes, if they involve the addition of new provisions or a modification of the stipulations of the present Article and of Articles 2, 3, 4, 5, 6, 7, 8, 9, 12, 13, 15, 18, 27, 28, and 29.

Second. Two-thirds of the votes, if they involve a modification of stipulations of the Convention other than those of Articles 2, 3, 4, 5, 6, 7, 8, 9, 12, 13, 15, 18, 26, 27, 28, and 29.

Third. Simply an absolute majority, if they affect the interpretation of the stipulations of the Convention, except in the case of dispute contemplated in Article 23 preceding.

4. The binding decisions are sanctioned, in the first two cases, by a diplomatic declaration, which the Government of the Swiss Confederation is charged to prepare and transmit to all the Governments of the contracting countries, and, in the third case, by a simple notification from the International Bureau to all the Administrations of the Union.

5. No modification or resolution adopted is binding until at least two months after its notification.

ARTICLE 27.

The following are considered as forming, for the application of Articles 22, 25, and 26 preceding, a single country, or a single Administration, as the case may be:

First, The whole of the German Colonies;

Second, The Empire of British India;

Third, The Dominion of Canada;

Fourth, The whole of the British Colonies of Australasia;

Fifth, The whole of the other British Colonies;

Sixth, The whole of the Danish Colonies;

Seventh, The whole of the Spanish Colonies;

Eighth, The French Colonies and Protectorates of Indo-China;

Ninth, The whole of the other French Colonies;

Tenth, The whole of the Netherlands Colonies;

Eleventh, The whole of the Portuguese Colonies.

ARTICLE 28.

The present Convention shall be put into execution on the 1st of January, 1899, and shall remain in force during an indefinite period; but each contracting party has the right to withdraw from the Union, by means of a notice given one year in advance by its Government to the Government of the Swiss Confederation.

ARTICLE 29.

1. From the date on which the present Convention takes effect, all the stipulations of the Treaties, Conventions, Arrangements, or other Acts previously concluded between the various countries or Administrations, in so far as those stipulations are not in accordance with the terms of the present Convention, are abrogated, without prejudice to the rights reserved by Article 21 preceding.

2. The present Convention shall be ratified as soon as possible. The acts of ratification shall be exchanged in Washington.

3. In faith of which the plenipotentiaries of the above-named countries have signed the present Convention at Washington on the 15th of June, 1897.

(Here follow the signatures.)

II.—FINAL PROTOCOL.

At the moment of proceeding to sign the Conventions concluded by the Universal Postal Congress of Washington, the undersigned plenipotentiaries have agreed as follows:

I.

Official notice is taken of the declaration made by the British delegation, in the name of its Government, to the effect that it has ceded to the British Colonies and Protectorates of South Africa the vote which Article 27 (5) of the Convention attributes to the whole of the other British Colonies.

II.

In modification of the stipulation of Article 6 of the Convention, which fixes the maximum registration fee at 25 centimes, it is agreed that the States outside of Europe are authorized to maintain this maximum at 50 centimes, including a receipt given to the sender.

III.

In modification of the stipulations of Article 8 of the Convention, it is agreed that, as a temporary measure, the Administrations of the countries outside of Europe, whose legislation is at present opposed to the principle of responsibility, retain the option of postponing the application of that principle until they shall have been able to obtain from the legislative power the authority to introduce it. Up to that time, the other Administrations of the Union are not bound to pay an indemnity for the loss, in their respective services, of registered articles addressed to or originating in the said countries.

IV.

The Dominican Republic, which forms part of the Postal Union, not having been represented at the Congress, the protocol remains open for its adhesion to the Conventions which have been concluded at the Congress, or only to one or the other of these Conventions.

The protocol also remains open to the Empire of China, whose delegates at the Congress have declared the intention of that country to enter the Universal Postal Union on a date to be fixed subsequently.

It also remains open to the Orange Free State, whose representative has declared the intention of that country to adhere to the Universal Postal Union.

V.

The protocol remains open to those countries whose representatives have signed this day the principal Convention only or only a certain number of the Conventions concluded by the Congress, for the purpose of allowing them to adhere to the other Conventions signed this day, or to one or the other of them.

VI.

The adhesions contemplated by Article IV preceding must be notified to the Government of the United States of America by the respective Governments, in diplomatic form. The term accorded to them for that notification will expire on the 1st of October, 1898.

VII.

In case one or more of the contracting parties to the Postal Conventions signed this day at Washington, shall not ratify one or the other of those Conventions, that Convention shall be none the less valid for the States which shall have ratified it.

In faith of which, the undersigned plenipotentiaries have drawn up the present final protocol, which shall have the same force and value as if its provisions were inserted in the text itself of the Conventions to which it relates, and they have signed it on a single copy which shall remain in the Archives of the Government of the United States of America, and a copy of which shall be delivered to each party.

Done at Washington the fifteenth of June, one thousand eight hundred and ninety-seven.

(Here follow the signatures.)

III.—REGULATIONS OF DETAIL AND ORDER FOR THE EXECUTION OF THE CONVENTION.

Concluded between Germany and the German Protectorates, the Greater Republic of Central America, the United States of America, the Argentine Republic, Austria-Hungary, Belgium, Bolivia, Bosnia-Herzegovina, Brazil, Bulgaria, Chile, the Empire of China, the Republic of Colombia, the Independent State of Congo, the Kingdom of Korea, the Republic of Costa Rica, Denmark and the Danish Colonies, the Dominican Republic, Egypt, Ecuador, Spain and the Spanish Colonies, France and the French Colonies, Great Britain and various British Colonies, British India, the British Colonies of Australasia, Canada, the British Colonies of South Africa, Greece, Guatemala, the Republic of Haiti, the Republic of Hawaii, Italy, Japan, the Republic of Liberia, Luxemburg, Mexico, Montenegro, Norway, the Orange Free State, Paraguay, the Netherlands and the Netherlands Colonies, Peru, Persia, Portugal and the Portuguese Colonies, Roumania, Russia, Serbia, the Kingdom of Siam, the South African Republic, Sweden, Switzerland, the Regency of Tunis, Turkey, Uruguay, and the United States of Venezuela.

The undersigned, in view of Article 20 of the Universal Postal Convention concluded at Washington on the 15th of June, 1897, have, in the name of their respective Administrations, established, by mutual agreement, the following measures to insure the execution of the said Convention.

I.—DIRECTION OF CORRESPONDENCE.

1. Each Administration is bound to forward, by the most rapid routes at its disposal for its own mails, the closed mails and the articles in open-mail which are delivered to it by another Administration.

2. The Administrations which avail themselves of the option to levy supplementary charges, as representing the extraordinary expenses pertaining to certain routes, are at liberty not to forward by those routes, when other means of communication exist, any insufficiently prepaid articles for which the employment of the said routes has not been expressly requested by the senders.

II.—EXCHANGE IN CLOSED MAILS.

1. The exchange of articles in closed mails between the Administrations of the Union is regulated by mutual agreement and according to the needs of the service between the Administrations concerned.

2. If an exchange is to be made through the intermediary of one or more countries, the Administrations of those countries must be informed thereof in due time.

3. It is, moreover, obligatory, in this latter case, to make up closed mails, whenever the number of articles is such as to impede the operations of an intermediary Administration, according to the statement of that Administration.

4. In case of alteration in a service of exchange in closed mails established between two Administrations through the intermediary of one or more other countries, the Administration which has caused the alteration gives notice thereof to the Administrations of the countries through whose intermediary the exchange is made.

III.—EXTRAORDINARY SERVICES.

The extraordinary services of the Union giving rise to special charges, the fixing of which is reserved, by Article 4 of the Convention, for arrangements between the Administrations interested, are exclusively:

First. Those which are maintained for the accelerated territorial conveyance of the mail called Indian;

Second. That which the Postal Administration of the United States of America maintains upon its territory for the conveyance of closed mails between the Atlantic Ocean and the Pacific Ocean;

Third. That which is established for the conveyance of mails by railroad between Colon and Panama.

IV.—FIXING THE RATES OF POSTAGE.

1. In execution of Article 10 of the Convention, the Administrations of the countries of the Union which have not the franc for their monetary unit, levy their rates of postage according to the following equivalents:

Countries of the Union.	25 centimes.	10 centimes.	5 centimes.
Germany.....	20 pfennig....	10 pfennig....	5 pfennig.
German Protectorates: Territory of Cameroon, New Guinea Company, Territory of Togo, Territory of Southwest Africa, Territory of East Africa, Territory of the Marshall Islands.	.....do.....	.....do.....	Do.
Argentine Republic.....	8 centavos....	4 centavos....	2 centavos.
Austria-Hungary.....	10 kreuzer....	5 kreuzer....	3 kreuzer.
Bolivia.....	5 centavos....	2 centavos....	1 centavo.
Bosnia-Herzegovina.....	10 kreuzer....	5 kreuzer....	2 kreuzer.
Brazil.....	100 reis.....	50 reis.....	25 reis.
Canada.....	5 cents.....	2 cents.....	1 cent.
Chile.....	5 centavos....	2 centavos....	1 centavo.
Colombia.....	.....do.....	.....do.....	Do.
Korea.....	25 poon.....	10 poon.....	5 poon.
Costa Rica.....	5 centavos....	2 centavos....	1 centavo.
Denmark.....	20 öre.....	10 öre.....	5 öre.
Danish Colonies:			
Greenland.....	.....do.....	.....do.....	Do.
Danish West Indies.....	5 cents.....	2 cents.....	1 cent.
Dominican Republic.....	5 centavos....	2 centavos....	1 centavo.
Egypt.....	1 piastre.....	5 millièmes of a livre.	2 millièmes of a livre.
Ecuador.....	5 centavos....	2 centavos....	1 centavo.
Spanish Colonies: Cuba, Puerto Rico, Philippine Islands and dependencies, and establishments on the Gulf of Guinea.	5 centavos....	2 centavos....	1 centavo.

Countries of the Union.	25 centimes.	10 centimes.	5 centimes.
United States of America.....	5 cents.....	2 cents.....	1 cent.
Great Britain.....	2½ pence.....	1 penny.....	½ penny.
British Colonies:			
Antigua, Bahamas, Barbados, Bermudas, Gold Coast, Dominica, Falkland Islands, Gambia, Grenada, Jamaica, Lagos, Malta, Montserrat, Natal, Nevils, St. Christopher, St. Lucia, St. Vincent, Sierra Leone, Tobago, Trinidad, Turks Island, Virgin Islands.	2½ pence.....	1 penny.....	½ penny.
British Guiana, British Honduras, Newfoundland.	5 cents.....	2 cents.....	1 cent.
Hongkong, British Borneo, and Labuan.....	10 cents of a dollar.	4 cents of a dollar.	2 cents of a dollar.
Straits Settlements.....	8 cents of a dollar.	3 cents of a dollar.	1 cent of a dollar.
Mauritius and dependencies.....	10 cents of a rupee.	4 cents of a rupee.	2½ cents of a rupee.
Cyprus.....	2 piasters or 80 paras.	1 piaster or 40 paras.	½ piaster or 20 paras.
Ceylon.....	14 cents of a rupee.	5 cents of a rupee.	2½ cents of a rupee.
Cape of Good Hope.....	2½ pence.....	1 penny.....	½ penny.
Zanzibar and East Africa.....	2½ annas.....	1 anna.....	½ anna.
Ascension and St. Helena.....	2½ pence.....	1 penny.....	½ penny.
Australasia.....	2½ pence.....	1 penny.....	½ penny.
Guatemala.....	5 centavos.....	2 centavos.....	1 centavo.
Haiti.....	5 centavos of a piastre.	2 centavos of a piastre.	1 centavo of a piastre.
Hawaii.....	5 cents.....	2 cents.....	1 cent.
British India.....	2 annas.....	½ anna.....	¼ anna.
Japan.....	5 sen.....	2 sen.....	1 sen.
Liberia.....	5 cents.....	2 cents.....	1 cent.
Mexico.....	5 centavos.....	2 centavos.....	1 centavo.
Montenegro.....	10 soldi.....	5 soldi.....	3 soldi.
Norway.....	20 öre.....	10 öre.....	5 öre.
Paraguay.....	5 centavos of a peso.	2 centavos of a peso.	1 centavo of a peso.
Netherlands and Netherlands Colonies.....	12½ cents (Dutch).	5 cents (Dutch).	2½ cts. (Dutch).
Peru.....	5 centavos.....	2 centavos.....	1 centavo.
Peru.....	7 shahis.....	3 shahis.....	1 shahi.
Portugal and Portuguese Colonies, except Portuguese India.....	50 reis.....	20 reis.....	10 reis.
Portuguese India.....	2 tangas.....	10 reis.....	5 reis.
Macao.....	5 centavos.....	2 centavos.....	1 centavo.
Greater Republic of Central America.....	10 kopeks.....	4 kopeks.....	2 kopeks.
Russia.....	7½ atts.....	3 atts.....	1½ atts.
Siam.....	2½ pence.....	1 penny.....	½ penny.
South African Republic.....	20 öre.....	10 öre.....	5 öre.
Sweden.....	40 paras.....	20 paras.....	10 paras.
Turkey.....	5 centavos of a piastre.	2 centavos of a piastre.	1 centavo of a piastre.
Uruguay.....			

2. In case of change in the monetary system of any one of the above-mentioned countries or of an important modification in the value of its money, the Administration of that country must come to an understanding with the Swiss Postal Administration in order to modify the above equivalents. It devolves upon the latter Administration to give notice of this modification to all the other offices of the Union through the intermediary of the International Bureau.

3. The monetary fractions resulting either from the complement of the charge applicable to insufficiently prepaid articles, or from the fixing of the rates on articles exchanged with countries foreign to the Union, or from the combination of the Union rates with the surtaxes contemplated by Article 5 of the Convention, may be rounded off by the Administrations which levy the rates; but the sum to be added on this account must, in no case, exceed the value of one-twentieth of a franc (5 centimes).

V.—EXCEPTIONS IN MATTERS OF WEIGHT.

As an exceptional measure, it is agreed that the States which, in consequence of their domestic regulations, are unable to adopt the decimal metrical system of weight, have the right to substitute for it the ounce avoirdupois (28.3465 grams), by assimilating a half ounce to 15 grams, and 2 ounces to 50 grams, and to raise, if needful, the limit of the single rate of postage on newspapers to 4 ounces, but under the express condition that, in the latter case, the postage on newspapers be not less than 10 centimes, and that an entire rate of postage be charged for each copy of the newspaper, even though several newspapers be included in the same package.

VI.—POSTAGE STAMPS.

1. The postage stamps representing the normal Union rates or their equivalent in the money of each country are printed as far as possible in the following colors:
The 25-centimes postage stamps in dark blue;
the 10-centimes postage stamps in red;
the 5-centimes postage stamps in green.
2. The postage stamps must bear on their face the inscription of the value which they actually represent for the prepayment of articles of correspondence according to the Table of equivalents inserted in Article IV, preceding.

VII.—CORRESPONDENCE WITH COUNTRIES FOREIGN TO THE UNION.

The Offices of the Union which have relations with the countries foreign to the Union, furnish to the other Offices of the Union a list of those countries with the following indications:

- First, the maritime or territorial transit charges applicable to conveyance outside the limits of the Union;
- Second, the designation of the articles admitted;
- Third, whether prepayment is compulsory or optional;
- Fourth, the limit, for each category of articles, of the validity of the prepayment levied (to destination, to the port of debarkation, etc.);
- Fifth, the extent of the pecuniary responsibility in the matter of registered articles;
- Sixth, the possibility of admitting return receipts;
- Seventh, as far as possible, the rates of prepayment in force in the countries foreign to the Union in their relations with the countries of the Union.

VIII.—APPLICATION OF STAMPS.

1. Articles originating in countries of the Union are impressed with a stamp indicating the place of origin and the date of posting.
2. On arrival, the office of destination impresses its date-stamp on the back of letters and on the front of post-cards.
3. The impression of the stamps on articles deposited on board vessels in the movable boxes, or in the hands of the commanders, devolves, in the cases contemplated by Section 3 of Article 11 of the Convention, on the postal agent on board, or if there be none, on the post-office to which the articles are delivered. In that case this post-office stamps them with its ordinary date-stamp and adds the word "paquebot" (mail steamer) either in writing or by means of an autograph stamp or stamps.
4. Articles originating in countries foreign to the Union are impressed by the Office of the Union which first receives them, with a stamp indicating the place and date of entry into the service of that Office.
5. Unpaid or insufficiently prepaid articles are, in addition, impressed with the Stamp T (tax to be paid), the application of which devolves upon the Office of the country of origin in the case of articles originating in the Union, and upon the Office of the country of entry in the case of articles originating in countries foreign to the Union.
6. Articles to be delivered by special carrier are impressed with a stamp showing in large letters the words "Exprés." The Administrations are, however, authorized to substitute for this stamp a printed label or a written inscription underscored with a colored pencil.
7. Every article of correspondence which does not bear the Stamp T is considered as prepaid and treated accordingly, unless there be an obvious error.
8. Postage stamps which have not been canceled owing to an error or omission in the service of origin must be canceled in the usual manner by the Office which notices the irregularity.

IX.—INDICATION OF THE NUMBER OF RATES.

When an unpaid or insufficiently prepaid letter or other article of correspondence is liable, by reason of its weight, to more than a single rate of postage, the Office of origin or of entry into the Union, as the case may be, indicates in the upper left-hand corner of the address, in ordinary figures, the number of rates of the article.

X.—INSUFFICIENT PREPAYMENT.

1. When an article is insufficiently prepaid by means of postage stamps, the dispatching Office indicates, in black figures placed at the side of the postage stamps, the amount of the deficiency, expressing it in francs and centimes.

2. According to this indication, the exchange office of the country of destination charges the article with double the deficiency as indicated.

3. In case use has been made of postage stamps not valid for prepayment, no account is taken of them. This circumstance is indicated by a cipher (0) placed at the side of the postage stamps.

XI.—CONDITIONS APPLICABLE TO REGISTERED ARTICLES.

1. Articles of correspondence addressed under initials and those which bear an address written in pencil are not admitted to registration.

2. No special condition of form or fastening is prescribed for registered articles. Each Office has the right to apply to such articles the regulations established in its domestic service.

3. Registered articles should bear a label in conformity with or analogous to Form A annexed to the present Regulations, indicating the name of the office of origin and the number of order under which the article is entered on the records of that office.

Nevertheless, Administrations whose domestic regulations do not at present authorize the use of labels, are permitted to defer the execution of this measure and to continue the use of stamps for designating registered articles.

It is, however, indispensable to designate each registered article by a number of order. If the domestic regulations of a reforwarding office require the designation of registered articles by a new number of order, that office must cross out the original number, taking care, however, to leave it legible.

4. Unpaid or insufficiently prepaid registered articles are forwarded to the addressees without charge, but the office which receives an article under these conditions must report the case by Bulletin of Verification to the Administration to which the office of origin is subordinate. The Bulletin must state very exactly the origin, date of mailing, and number of the article.

This stipulation does not apply to registered articles which, in consequence of having been reforwarded, become liable to a higher rate of postage. These last-mentioned articles are treated in conformity with the provisions of Section 2 of Article XXV of the present Regulations.

XII.—INDEMNITY FOR THE LOSS OF A REGISTERED ARTICLE.

When the indemnity due for the loss of a registered article has been paid by one Administration, on behalf of another Administration which is responsible, the latter Administration is obliged to reimburse the amount within a period of three months after having been advised of the payment. This reimbursement is made either by means of a money-order, or a draft, or in specie current in the creditor country. When the reimbursement of the indemnity involves expenses, they are invariably borne by the debtor office.

XIII.—RETURN-RECEIPTS FOR REGISTERED ARTICLES.

1. Articles for which the sender requests a return-receipt must be marked very clearly: "Avis de réception," (Return-receipt), or be stamped with the letters, A. R.

2. They are accompanied by a Form conforming or analogous to the Form B appended hereto; this Form is prepared by the office of origin or by any other office to be designated by the dispatching Office, and attached, by means of a string tied crosswise, to the article to which it relates. If it does not reach the office of destination, that office officially prepares a new Return-receipt.

Return-receipts must be formulated in French or bear an interlinear translation in that language.

3. The office of destination, after having duly filled out the Form B, returns it in an envelope and under official registration to the office of origin.

4. When a sender requests a Return-receipt for a registered article subsequent to the mailing of this article, the office of origin reproduces on a Form B, to which there is previously attached a postage stamp representing the charge for a Return-receipt, a very exact description of the registered article (nature of the article, office of origin, date of mailing, number, address). This Form is transmitted from Administration to Administration with the indication of the mail in which the registered article inquired for has been delivered to the exchange service of the corresponding office. The office of destination fills out the Form and returns it to the office of origin in the manner prescribed by Section 3 preceding.

5. If a Return-receipt regularly requested by the sender at the moment of mailing has not reached the office of origin within the time stipulated, the rules laid down in Section 4 preceding are followed for reclaiming the missing Return-receipt. How-

ever, in this last-mentioned case, instead of attaching a postage stamp to the Form B, the office of origin enters at the top of the Form the words "Reclamation for a Return-receipt, etc."

XIV.—REGISTERED ARTICLES MARKED WITH TRADE CHARGES.

1. Registered articles marked with trade charges must bear the impression of a stamp or label showing the word "Remboursement."
2. The amount of the trade charge must be given in the money of the country of destination on the address-side of the article, in Latin characters, all in writing, and in figures, without erasure, or words or figures written above the line. The sender must indicate, below, his name and address, likewise in Latin characters.
3. If the addressee does not pay the amount of the trade charge within a period of 7 days in the relations between the countries of Europe, and a period of 15 days in the relations between the countries of Europe and the countries outside of Europe, and of these last-mentioned countries among themselves, dating from the day following the day of arrival at the office of destination, the article is reforwarded to the office of origin.
4. Unless there be a contrary arrangement, the amount collected after deducting the charge for cashing contemplated by Article 7, Section 2, of the Convention, and the ordinary charge for a money order, is converted into a money order, showing at the head of the front part the word "Remb." and issued for the amount remaining after the deductions indicated above, in conformity with the regulations for the execution of the Arrangement concerning the service of money-orders. Mention should be made, on the coupon of the money-order, of the name and address of the addressee of the article marked with trade charges, as well as of the place and date of mailing of the article.
5. Unless there be a contrary arrangement, articles marked with trade charges may be reforwarded from one of the countries participating in this service to another one of these countries. In case of reforwarding, the article preserves intact the original request for payment of the trade charge, as formulated by the sender himself. The Office of the final destination is the only one which may proceed to convert into its money the amount of the trade charge, according to the rate of conversion applicable to money orders, in case it has not the same monetary system as that in which the trade charge is expressed. It is likewise its duty to convert the trade charge into a money order payable in the country of origin.

XV.—POST CARDS.

1. Post cards must be forwarded without cover and bear, at the head of the front, the title "Post Card" in a conspicuous manner, in the French language, or an interlinear translation in that language. This title is followed, as far as possible, by the words "Universal Postal Union," "(side reserved for the address)." The remaining portion of the front is reserved for stamps for prepayment, for indications relating to the postal service (registered, return-receipt; etc.), and for the address of the addressee, which may be in manuscript, or in the shape of a label, not exceeding 2 centimeters by 5, pasted on the card.

When the sender uses for a foreign destination a post card of the domestic service, circulation is given to this post card, provided it bears the title, printed or written, "Post Card," or the equivalent of this title in the language of the country of origin.

Moreover, the sender has the option of indicating his name and address on the front either in writing, or by means of a stamp, autograph stamp, or by any other typographical process.

Engravings or advertisements may be printed on the front. However, they must in no wise interfere with the clear indication of the address or with the application of stamps and the notices of the postal service.

Except stamps for prepayment and the labels mentioned in paragraph 1 and paragraph 4 of the present Article, it is forbidden to join or attach to post cards any articles whatsoever.

2. Post cards may not exceed the following dimensions: Length, 14 centimeters, breadth, 9 centimeters.

3. Post cards with paid reply must bear on the front, as title, on the first half: "Post card with paid reply;" on the second half: "Reply Post Card." Each of the two halves must also comply with the other conditions prescribed for the single post card. They are folded one over the other, and must not be closed in any manner whatsoever.

4. The sender of a post card with paid reply may indicate his name and address on the front of the "reply half" either in writing or by pasting a label on it.

5. The prepayment of the "reply half" by means of the postage stamp of the country which issued the card is valid only when the two parts of the post card with

paid reply are received from the country of origin adhering to each other, and when the "reply" half is forwarded to a destination in that country. In other cases it is treated as an unpaid post card.

6. Single post cards and post cards with paid reply, issued by private establishments, are admitted to international circulation, provided the legislation of the country of origin allows it, and if they fulfill the conditions determined by the present Article for the admission at the reduced rate, in the exchanges from country to country, of the post cards issued by the Postal Administrations, and if they be in conformity with the post cards issued by the Post-Office of origin as regards their size and the consistency of the paper.

7. Post cards not fulfilling, as regards dimensions, external form, etc., the conditions prescribed by the present Article for articles of this category are treated as letters.

However, post cards addressed originally to the interior of the country of origin and reforwarded to another country are admitted at the reduced rate if they fulfill the conditions prescribed for the circulation of post cards in the interior of the country of origin and if they do not exceed the dimensions fixed by Section 2, preceding.

XVI.—COMMERCIAL PAPERS.

1. The following are considered as commercial papers and admitted as such at the reduced postage sanctioned by Article 5 of the Convention: All instruments or documents written or drawn wholly or partly by hand which have not the character of an actual and personal correspondence, such as papers of legal procedure, deeds of all kinds drawn up by public functionaries, waybills or bills of lading, invoices, the various documents of insurance companies, copies of or extracts from acts under private signature, written on stamped or unstamped paper, scores or sheets of manuscript music, manuscripts of works or of newspapers forwarded separately, corrected tasks of scholars, excluding all estimates of the work, etc.

2. Commercial papers are subject, as regards form and conditions, to the stipulations prescribed for printed matter (Article XVIII).

XVII.—SAMPLES.

1. Samples of merchandise are admitted to the advantage of the reduction of postage which is granted to them by Article 5 of the Convention only under the following conditions:

2. They must be placed in bags, boxes, or removable envelopes, in such a manner as to admit of easy inspection.

3. They must not have any salable value, nor bear any manuscript other than the name or the social position of the sender, the address of the addressee, a manufacturer's or a trade-mark, numbers of order, prices, and indications relating to weight and size, as well as to the quantity to be disposed of, or those which are necessary to precisely indicate the origin and nature of the merchandise.

4. Articles of glass, liquids, oils, fatty substances, dry powders whether coloring or not, as well as live bees, are admitted to transmission as samples of merchandise, provided they are put up in the following manner:

First. Articles of glass must be packed solidly (in boxes of metal, wood, leather, or pasteboard), so as to prevent all danger to the correspondence and the employees.

Second. Liquids, oils, and substances easily liquefiable must be inclosed in glass bottles hermetically closed. Each bottle must be placed in a wooden box filled with sawdust, cotton, or spongy matter in sufficient quantity to absorb the liquid in case the bottle should break. Finally, the box itself must be inclosed in a case of metal or wood with a screw-top, or of strong and thick leather.

If perforated wooden blocks are used, measuring at least $2\frac{1}{2}$ millimeters in the thinnest part, sufficiently filled inside with absorbing matter and furnished with a lid, it is not necessary that these blocks should be inclosed in a second case.

Third. Fatty substances which are not easily liquefiable, such as ointments, soap, resins, etc., the conveyance of which causes less inconvenience, must be inclosed in an inner cover (box, linen bag, parchment, etc.), which is placed in a second box of wood, metal, or strong and thick leather.

Fourth. Dry powders, whether coloring or not, must be placed in pasteboard boxes, which are inclosed in a linen bag, or parchment.

Fifth. Live bees must be placed in boxes so constructed as to avoid all danger and to permit the contents to be ascertained.

5. There are likewise admitted, at the rate applicable to samples, articles of natural history, dried or preserved animals and plants, geological specimens, etc., which are not transmitted for a commercial purpose, and which are wrapped in conformity with the general stipulations concerning samples of merchandise.

XVIII.—PRINTED MATTER OF EVERY KIND.

1. The following are considered as printed matter, and admitted as such at the reduced postage sanctioned by Article 5 of the Convention, viz: Newspapers and periodical works, books stitched or bound, pamphlets, sheets of music, visiting cards, address cards, proofs of printing with or without the manuscripts relating thereto, papers with raised points for the use of the blind, engravings, photographs and albums containing photographs, pictures, drawings, plans, maps, catalogues, prospectuses, announcements, and notices of various kinds, whether printed, engraved, lithographed, or autographed, and in general, all impressions or reproductions obtained upon paper, parchment, or cardboard by means of printing, engraving, lithographing, and autographing, or any other mechanical process easy to recognize, except the copying press and the typewriter.

There are assimilated to printed matter, reproductions of a printed copy made with the pen or the typewriter when they are obtained by a mechanical process of polygraphy (chromography, etc.); but in order to pass at the reduced postage they must be mailed at the post-office windows, and in the minimum number of twenty perfectly identical copies.

2. The following are excluded from transmission at the reduced postage, viz: Stamps or forms of prepayment, whether canceled or not, as well as all printed articles constituting the representative sign of a monetary value.

3. Printed articles the text of which has been modified after printing, either by hand or by means of a mechanical process, or which bear any marks whatever susceptible of constituting a conventional language, can not be forwarded at the reduced rate.

4. As exceptions to the rule laid down by Section 3 preceding, it is permitted:

(a) to indicate on the outside of the article the name, business, and residence of the sender;

(b) to add, by hand, on printed visiting cards, the address of the sender, his title, as well as wishes, congratulations, thanks, compliments of condolence or other forms of politeness expressed in five words at most or by means of conventional initials (p. f., etc.);

(c) to indicate or to change on the print itself, by hand or by a mechanical process, the date of dispatch, the signature or business and profession, as well as the residence of the sender;

(d) to add to the corrected proof the manuscript, and to make in the proof the changes and additions relating to the correction, the form, and the printing. In case of want of space, these additions may be made on separate sheets;

(e) to correct, also, errors in printing on articles of printed matter other than proof;

(f) to cross out certain parts of printed text, in order to make them illegible;

(g) to make prominent, by means of marks or by underscoring, passages of the text to which it is desired to draw attention;

(h) to insert or correct, in manuscript or by a mechanical process, figures in price lists, offers for advertisements, stock quotations, trade circulars and prospectuses, as well as the name of the traveler, the date of his visit, and the name of the place which he intends to visit, in notices concerning the trips of commercial travelers;

(i) to indicate, by hand, on notices relating to the sailings of vessels, the dates of these sailings;

(k) to indicate on cards of invitation and notices of meetings the name of the invited person, the date, the object, and the place of meeting;

(l) to add a dedication on books, sheet music, newspapers, photographs, and engravings, as well as to attach thereto the invoice relating to the article itself;

(m) to indicate in manuscript on booksellers' order bulletins or subscription bulletins relative to booksellers' work, books, newspapers, engravings, pieces of music, the works desired or offered, and to cross out or underscore the whole or part of the printed communications;

(n) to paint fashion plates, maps, etc.;

(o) to add in manuscript or by a mechanical process on passages clipped from newspapers and periodical publications the title, date, number, and address of the publication from which the article has been taken.

5. With the exceptions explicitly authorized by the present Article, it is forbidden to make additions in manuscript or by means of a mechanical process which would deprive the printed paper of its general character and give to it the character of individual correspondence.

6. Articles of printed matter must be either placed under band, upon rollers, between boards, in covers open at both sides or at both ends, or in unclosed envelopes, or simply folded in such a manner as not to conceal the nature of the article, or, lastly, tied with a string easy to unfasten.

7. Address cards and all printed matter presenting the form or consistency of an

unfolded card, may be forwarded without band, envelope, fastening, or fold. The front is reserved for postage stamps for prepayment, for indications relative to the postal service, and for the address of the addressee. The sender has the liberty to indicate there his name, his profession, and his address, by means of a stamp, an autograph stamp, or any other typographical process. Booksellers' bulletins may, in addition, bear the indication, in print, "Booksellers' bulletin," or "Booksellers' order."

8. Cards bearing the title "post card" are not admitted at the rate for printed matter.

XIX.—ARTICLES GROUPED TOGETHER.

It is permitted to inclose in the same package samples of merchandise, printed matter, and commercial papers, but subject to the following conditions:

First. That each article taken singly does not exceed the limits which are applicable to it as regards weight and size;

Second. That the total weight does not exceed 2 kilograms per package;

Third. That the minimum charge is 25 centimes if the package contains commercial papers, and 10 centimes if it consists of printed matter and samples.

XX.—LETTER BILLS.

1. The Letter Bills accompanying the mails exchanged between two Administrations of the Union are in conformity with the Form C appended to the present Regulations. They are placed in colored envelopes bearing distinctly the indication "Feuille d'avis" (Letter Bill).

2. If necessary, the number of sacks or detached packages composing the dispatch to which the Letter Bill relates is indicated in the upper right-hand corner.

Unless there be a contrary arrangement in the intercourse by sea which, although periodical and regular, does not allow a daily exchange or an exchange on a fixed day, the dispatching offices must number their Letter Bills in the upper left-hand corner in an annual series for each office of origin and for each office of destination, stating as far as possible, above the number, the name of the steamer or vessel which carries the mail.

3. There must be indicated at the head of the Letter Bill the total number of registered articles, of the packages or sacks containing said articles, of "outside" registered articles, of articles to be delivered by special messenger, distinguishing among the latter the registered articles if there be any.

4. The registered articles are entered individually in Table No. I of the Letter Bill, with the following details: The name of the office of origin, and the number given to the article at that office; or the name of the office of origin, the name of the addressee, and the place of destination.

In the column "Observations" the indication A. R. is added opposite the entry of each registered article calling for a Return-receipt. In the same column the indication "Remb," followed by the indication in figures of the amount of the trade-charge, is added opposite the entry of each registered article marked with a trade-charge.

Return-Receipts in course of return are entered in said Table either individually or collectively, according as they are more or less numerous.

5. When the number of registered articles usually dispatched from one office of exchange to the other requires it, one or several special and separate lists must be used to take the place of Table No. I of the Letter Bill.

The number of registered articles entered on these lists and the number of packages or sacks containing those articles must be entered on the Letter Bill.

6. In Table No. II are entered, with the details which this Table requires, the closed mails contained in the direct mail to which the Letter Bill relates.

7. Under the heading "official registrations" are given the open official letters relating to the service, the various communications or registered letters from the dispatching office relating to the exchange service, as well as the number of empty sacks returned.

8. When it is deemed necessary, for certain relations, to make other Tables or headings in the Letter Bill, the measure may be accomplished by mutual agreement between the Administrations interested.

9. When an office of exchange has no article to forward to a corresponding office, it must nevertheless dispatch a mail in the usual form composed solely of a blank Letter Bill.

10. When closed mails are intrusted by one Administration to another, to be conveyed by means of merchant vessels, the number or weight of letters and other articles is indicated in the Letter Bill and on the address of the mails, when the office whose duty it is to assure the embarkation of said mail requests it.

XXI.—TRANSMISSION OF REGISTERED ARTICLES.

1. Registered articles, Return-Receipts, express articles, and, if there be one, the special list mentioned in Section 5 of Article XX are placed together in one or several distinct packages or sacks which must be suitably inclosed and sealed so as to preserve their contents. The registered articles are placed in each package in their order of entry. When several detached lists are used, each one is inserted in the package containing the registered articles to which it relates.

2. To the outside of this package is attached, by a string tied crosswise, the special envelope containing the Letter Bill. The package is then placed in the center of the mail.

3. The presence in the mail of a package of registered articles, the description of which is given on the special list mentioned in Section 1 above, must be announced by placing at the head of the Letter Bill, either a special entry or the registration label or stamp in use in the country of origin.

4. It is understood that the mode of wrapping up and forwarding registered articles prescribed by Sections 1 and 2 above, applies only to ordinary relations. For important relations it appertains to the Administrations interested to prescribe, by mutual agreement, special arrangements, subject, in the one case as in the other, to exceptional measures to be taken by the chiefs of the exchange offices, when they have to insure the transmission of registered articles which, from their nature, form, or bulk, could not be inserted in the mail.

In such case, however, the dispatching exchange offices indicate at the head of the Letter Bill the number of registered articles contained in the mail outside the special package or sack, among the ordinary correspondence, and enter on the lists, in the column "Observations," the words "en dehors" ("outside") opposite the entry of each of those articles.

These articles are placed together, as far as possible, in packages tied with a string, having labels attached bearing, in plain characters, the words "Recommandés en dehors" (registered outside) preceded by figures indicating the number of articles contained in each package.

XXII.—MAKING UP THE MAILS.

1. As a general rule, the articles of which the mails consist must be classified and put up in bundles according to the nature of correspondence, separating the prepaid articles from those unpaid or insufficiently prepaid.

Letters showing traces of having been opened or damaged must be furnished with an indication of the fact, and be stamped with the date stamp of the office which has ascertained this fact.

2. Every mail, after having been tied with a string, is inclosed in strong paper of sufficient quantity to prevent any injury to the contents, then tied again with a string on the outside and sealed with wax or by means of a gummed paper label bearing an impression of the seal of the office. The mail is furnished with a printed address bearing, in small characters, the name of the dispatching office, and, in larger characters, the name of the office of destination: "From.....for....."

3. If the size of the mail requires it, it is placed in a sack properly closed, sealed with wax or with lead, and labeled.

4. The packages or sacks containing articles to be delivered by special messenger must bear on the outside an indication directing the attention of the postal employees to these articles.

5. If paper labels are used, they must be pasted on blocks.

6. No sack may exceed 40 kilograms in weight.

7. The sacks must be returned empty to the dispatching office by the next mail, unless there be another arrangement between the corresponding offices.

XXIII.—VERIFICATION OF THE MAILS.

1. The office of exchange which receives a mail ascertains whether the entries on the Letter Bill and on the list of registered articles, if there be one, are correct.

The mails must be delivered in good condition. Nevertheless, the receipt of a mail can not be refused on account of its bad condition. If it is a mail for another office than that which has received it, it must be packed anew, preserving, however, as far as possible, the original packing. The repacking is preceded by a verification of the contents if there is reason to presume that they have not remained intact.

2. When the office of exchange detects errors or omissions, it immediately makes the necessary corrections on the Letter Bills or lists, taking care to strike out the erroneous entries by the stroke of a pen in such a manner as to leave the original entries legible.

8. In case the receiving office has not forwarded, by the first mail after verification, to the dispatching office a Bulletin of verification reporting errors or irregularities of any kind, the absence of that document is to be regarded as evidence of the receipt of the mail and its contents until the contrary is proved.

XXIV.—MAILS EXCHANGED WITH NAVAL VESSELS.

6. Mails addressed to a ship of war are considered as being in transit until delivered to the commander of that ship, even when they were originally addressed in care of a post-office or a Consul charged to serve as agent for intermediary conveyance; they are not therefore considered as having reached their address until they have been delivered to that ship.

XXV.—REFORWARDED ARTICLES.

1. In execution of Article 14 of the Convention, and subject to the exceptions specified in Section 2 following, articles of every kind addressed, within the Union, to persons who have changed their residence, are treated by the delivering office as if they had been addressed directly from the place of origin to the place of the new destination.

2. With regard to articles of the domestic service of one country of the Union which enter, in consequence of reforwarding, into the service of another country of the Union, and with regard to articles exchanged between two countries of the Union which have adopted in their reciprocal relations a lower rate than the ordinary Union rate, but which, owing to their being reforwarded, enter the service of a third Union country, the rate for which is the ordinary Union rate; and finally with regard to articles exchanged, in their first transmission, between localities of two contiguous services to which reduced rates apply, but reforwarded to other localities in these Union countries or to another Union country, the following rules are observed:

First. Articles unpaid or insufficiently prepaid for their first transmission are subjected by the delivering office to the charge applicable to articles of the same nature addressed directly from the country of origin to the place of the new destination.

Second. Articles duly prepaid for their first transmission, and upon which the remainder of the postage relating to the further transmission has not been paid previous to reforwarding, are subjected, according to their nature, by the delivering office, to a charge equal to the difference between the amount of postage already paid and that which would have been levied if the articles had been originally dispatched to their new destination. The amount of this difference must be expressed in francs and centimes at the side of the postage stamps by the reforwarding office.

In both cases the charges contemplated above remain to be collected from the addressees, even if, owing to successive reforwardings, the articles should return to the country of origin.

Third. When articles originally addressed from one part to another of a country of the Union, and prepaid in cash, are reforwarded to another country, the reforwarding office must indicate on the article the amount of postage so prepaid in cash.

Fourth. Missent articles of every kind are reforwarded, without delay, by the quickest route to their destination.

Fifth. Articles of every kind, ordinary or registered, which, bearing an incomplete or erroneous address, are returned to the senders in order that they may complete or correct the address, are not considered, when remailed with a completed or corrected address, as reforwarded correspondence, but as newly mailed articles, and become, in consequence, subject to a new charge.

XXVI.—ARTICLES WHICH HAVE BECOME UNDELIVERABLE.

1. Articles of every kind which have become undeliverable, from whatever cause, must be returned as soon as possible after the expiration of the period for keeping them required by the Regulations of the country of destination, and at latest at the expiration of six months in relations with countries beyond the sea, and of two months in other relations, through the intermediary of the respective offices of exchange, and in a special bundle labeled "Rebuts," and bearing an indication of the country of origin of the articles. The periods of two months and six months are counted from the end of the month in which the articles reached the office of destination.

2. Nevertheless, registered articles which become undeliverable are returned to the exchange office of the country of origin as if they were registered articles addressed to that country, except that opposite that descriptive entry in Table No. 1 of the Letter Bill, or in the separate list, the word "Rebuts" is entered in the column "Observations" by the returning office.

3. As an exception, two corresponding Offices may, by mutual agreement, adopt a different mode of returning undeliverable articles, and may also dispense with the reciprocal return of certain printed matter considered to be without value.

4. Before returning to the office of origin the articles which from any reason or any cause have not been delivered, the Office of destination must indicate in a clear and concise manner, in the French language, on the back of the articles, the cause of nondelivery, in the following form: Not known, refused, left, not claimed, deceased, etc. This indication is furnished by the impression of a stamp or by attaching a label. Each Office has the option of adding a translation, in its own language, of the cause of nondelivery, and other indications which it may deem necessary.

5. If articles mailed in one country of the Union and addressed to the interior of this same country have as senders persons living in another country, and must, owing

to nondelivery and having become undeliverable, be returned abroad for return to the senders, they become articles of international exchange. In such cases the reforwarding Office and the Office of delivery apply to said articles the provisions of Sections 2 and 3 of Article XXV, preceding.

6. Articles for sailors and other persons addressed in care of a Consul, and returned by that official to the local post-office as unclaimed, must be treated in the manner prescribed by Section 1 for undeliverable articles in general. The amount of the charges on said correspondence levied from the Consul must at the same time be returned to him by the local post-office.

XXVII.—APPLICATIONS FOR ORDINARY ARTICLES WHICH HAVE FAILED TO REACH THEIR DESTINATION.

1. Every application respecting an article of ordinary correspondence which has failed to reach its destination gives rise to the following procedure:

First. A form similar to Form E, hereto annexed, is handed to the applicant, with the request to fill up, as exactly as possible, the portion which concerns him.

Second. The office at which the application originates transmits the Form direct to the corresponding office. It is transmitted officially and without any written communication.

Third. The corresponding office causes the Form to be handed to the addressee or to the sender, as the case may be, with the request that particulars on the subject be furnished.

Fourth. With these particulars added, the Form is sent back officially to the office which prepared it.

Fifth. In case the application proves to be well founded, it is transmitted to the Central Administration, to serve as a basis for further investigations.

Sixth. Unless there be an agreement to the contrary, the Form is drawn up in French or bears a French translation.

2. Any Administration may require, by a notification addressed to the International Bureau, that the applications which concern its service shall be transmitted to its Central Administration, or to an office specially designated by it.

XXVIII.—APPLICATIONS FOR REGISTERED ARTICLES.

1. For applications for registered articles, use is made of a Form similar to the Form F, annexed to the present Regulations. The office of the country of origin, after having entered the dates of transmission to the next service of the articles in question, transmits this Form direct to the Office of destination.

2. When the Office of destination is able to furnish the information as regards the definite disposal of the article applied for, it returns this Form, after having entered thereon the necessary information, to the Office of origin.

3. When it can not be immediately ascertained in the service of the country of destination in what manner an article has been disposed of, which has passed in open-mail through several services, the Office of destination transmits the Form to the first intermediary service, which, after having entered the data relative to the transmission of the article to the next service, transmits the application to the next service, and so on, until the final disposal of the article is ascertained. The Office which has delivered the article to the addressee, or which can not show proof either of its delivery or of its regular transmission to another Administration, states the fact on the Form and returns it to the Office of origin.

4. The Forms F are drawn up in French or bear an interlinear translation in that language. They are forwarded without a letter of transmission in a sealed envelope, and subjected to the formality of registration. Every Administration is at liberty to request, by a notification addressed to the International Bureau, that the applications which concern its service be transmitted, either to its Central Administration, or to a post-office specially designated, or finally direct to the post-office of destination, or, if it is the only Administration interested as an intermediary, to the exchange office to which the article has been dispatched.

5. The preceding provisions do not apply to cases of rifling of the mail, the missing of a mail, etc., which call for a more extended correspondence between the Administrations.

XXIX.—WITHDRAWAL OF ARTICLES AND CORRECTION OF ADDRESSES.

1. For requests to have articles returned or reforwarded, as well as for requests to have addresses corrected, the sender must use a form similar to Form G annexed to the present Regulations. In transmitting this request to the post-office, the sender must establish his identity and produce, if necessary, the certificate of mailing.

After identification, the responsibility for which is assumed by the country of origin, the following course is pursued:

First. If the request is to be transmitted by mail, the Form accompanied by a perfect facsimile of the envelope or the address of the article is forwarded direct, under registration, to the post office of destination.

Second. If the request is to be made by telegraph, the Form is handed to the telegraph service, which is charged to transmit its contents to the post-office of destination.

2. Upon receipt of Form G, or of the telegram taking its place, the office of destination institutes an inquiry for the articles indicated and takes such steps as may be necessary.

If, however, the request for change of address has been made by telegraph, the office of destination simply retains the letter and defers compliance with the request until the necessary facsimile arrives.

If the inquiry is without result, if the article has already been delivered to the addressee, or if the request by telegraph is not explicit enough to allow the article indicated to be recognized with absolute certainty, the fact is immediately made known to the office of origin, which communicates it to the claimant.

3. Unless there be an agreement to the contrary, Form G is drawn up in French or bears an interlinear translation in that language, and, in case the telegraph is used, the telegram is written in the French language.

4. A simple correction of address (without change of the name or description of the addressee) may also be requested direct of the office of destination; that is to say, without conforming to the formalities prescribed for a change of address properly so called.

5. Any Administration may require, by means of a notification addressed to the International Bureau, that the exchange of applications, so far as that Administration is concerned, shall be effected through the intermediary of its Central Administration or of an office specially designated.

In cases where the exchange of applications is effected through the intermediary of the Central Administrations, requests sent directly by the office of origin to the office of destination must be taken into account to the extent that the article concerned shall be withheld from delivery until the arrival of the application from the Central Administration.

The Administrations which avail themselves of the liberty given by the first paragraph of the present section take upon themselves the expenses involved by the transmission in their domestic service, by mail or telegraph, of the communications to be exchanged with the office of destination.

Resort to the telegraph is compulsory when the sender himself has made use of it, and when the office of destination can not be advised in due time by mail.

XXX.—USE OF POSTAGE STAMPS PRESUMED TO BE FRAUDULENT.

1. Subject to the regulations prescribed by the laws of each country, even in the cases where this reservation is not expressly stipulated in the provisions of the present Article, the following mode of procedure is employed for detecting the use of fraudulent postage stamps for the prepayment of postage:

(a) When the presence of a fraudulent postage stamp (counterfeit or one already used) on any article whatever is detected at the time the mail is dispatched by the post-office of a country the legislation of which does not require the immediate seizure of the article, the stamp is not altered in any way, and the article, placed in an envelope addressed to the office of destination, is forwarded under official registration.

(b) This formality is notified without delay to the Administrations of the countries of origin and destination by means of a notice in conformity with Form H, annexed to the present Regulations. A copy of this notice is also transmitted to the post-office of destination in the envelope which incloses the article bearing the supposed fraudulent postage stamp.

(c) The addressee is summoned for the purpose of verifying the offense.

The delivery of the article takes place only in case the addressee or his representative consents to make known the name and address of the sender, and to place at the disposal of the post-office, after having taken cognizance of its contents, the entire article if it is inseparable from the substance of the offense, or the part of the article (envelope, wrapper, portion of the letter, etc.) which contains the address and the postage stamp said to be fraudulent.

(d) The result of the investigation is incorporated in a deposition in conformity with Form I annexed to the present Regulations, in which are mentioned the incidents which have happened, such as nonappearance, refusal to receive the article, to open it, or to make known the sender, etc. This document is signed by the postal

official and by the addressee of the article or his representative; if the latter refuses to sign, the refusal is entered instead of and in the place of the signature.

The deposition is transmitted, with the vouchers relating thereto, through the intermediary of the Administration of the country of destination, to the Postal Administration of the country of origin which, with the aid of these documents, proceeds, if necessary, to take notice of the offense, in accordance with its domestic legislation.

XXXI.—TRANSIT EXPENSES.

1. The statistics taken in the month of May, 1896, for the settlement of the transit expenses will apply until the expiration of the Convention of the 15th of June, 1897, and of the present Regulations, under the limitation of the stipulations provided in Sections 2 and 3 following.

2. In the case of accession to the Union of a country having important relations, the countries of the Union whose situation might, owing to this circumstance, be found to be modified as regards the payment of transit expenses, have the liberty to request special statistics relating exclusively to the newly entered country.

3. When an important modification is made in the movement of the correspondence, and when this modification affects a period of at least six months, the Offices interested come to an agreement to arrange among themselves, if necessary, by new statistics, the division of the transit expenses in proportion to the part taken by said Offices in the conveyance of the correspondence to which these expenses relate.

4. The mere storing at a port of closed mails brought by one vessel and intended for dispatch by another does not give rise to the payment of territorial transit charges to the Post-Office of the place where these mails are stored.

XXXII.—ACCOUNT OF TRANSIT EXPENSES.

1. In view of the execution of paragraphs 1 and 2 of Section 5 of Article 4 of the Convention, the following mode of procedure is pursued:

(a) Every Administration of the Union transmits to the International Bureau, on a form prepared for the purpose which the Bureau has furnished it, a statement of the amounts to be paid or to be received, on the basis of the statistics of 1896, for each of the Administrations with which it exchanges mails, on account of the territorial transit, to the exclusion of the extraordinary transit expenses contemplated by Section 4 of Article 4 of the Convention, without taking account of the reductions provided by Section 5, paragraph 1, of the same Article 4.

(b) In case of differences between the indications furnished by two Administrations the International Bureau invites them to come to an understanding and to communicate to the Bureau the sums as definitely fixed.

(c) In cases where one of the Administrations exchanging mails with another has not furnished the indications within the limit of time determined by the International Bureau the indications of the other Administration are admitted.

(d) No objection is admitted on the part of the Administrations which have not furnished the indications referred to above within the limit of time determined by the International Bureau.

(e) The International Bureau designates, on the basis of the statistics of 1896, the countries which are to be entirely exonerated from the payment of territorial transit charges, until the expiration of the Convention of Washington and of the present Regulations, states the total of the sums which these countries would have to pay, and calculates the proportional deduction from these sums on the total of the gross credit of the other countries concerned in this transit. It calculates in the second place the reduction contemplated by Section 5, paragraph 1, of Article 4 of the Convention, and transmits the final result to all the Administrations, indicating, for each of them, the amount of its debit and credit over against each of the other Administrations interested.

2. The duty of preparing the accounts of maritime transit expenses, on the basis of Articles 4 and 17 of the Convention, making the reductions contemplated by paragraph 3 of Section 5 of the first mentioned of these Articles, devolves upon the creditor Office, which transmits them to the debtor Office. That Office returns them, accepted or with its observations, with as little delay as possible. When the accounts have not been returned within a period of six months, settlement is made according to the accounts prepared by the creditor Office.

XXXIII.—SETTLEMENT OF TRANSIT CHARGES.

1. The annual balance resulting from balancing the reciprocal accounts between two Offices is paid by the debtor Office to the creditor Office, in effective francs, and by means of bills of exchange drawn on a place in the creditor country, at the option of the debtor Office. The costs of payment, including the discount charges, if any, are borne by the debtor Office.

2. Payment of accounts of transit expenses relating to a period of service must be effected with the least possible delay, and, at the latest, before the expiration of the first six months of the following period of service. In all cases, if the Office which has transmitted the account has not received during that period a correcting observation, the account is considered as duly accepted. This provision likewise applies to uncontested observations made by one Office relative to the accounts presented by another. When this term of six months has passed the amounts due by one Office to another Office are subject to interest, at the rate of 5 per cent per annum, dating from the day of expiration of said term.

3. The Offices interested are, however, at liberty to make, by mutual agreement, other arrangements than those formulated in the present Article.

XXXIV.—DIVISION OF THE EXPENSES OF THE INTERNATIONAL BUREAU.

1. The ordinary expenses of the International Bureau must not exceed the sum of 125,000 francs annually, not including the special expenses to which the meeting of a Congress or a Conference may give rise.

2. The Swiss Postal Administration superintends the expenses of the International Bureau, makes the necessary advances, and prepares the annual account, which is communicated to all the other Administrations.

3. For the apportionment of the expenses, the countries of the Union are divided into seven classes, each contributing in the proportion of a certain number of units, viz:

	Units.		Units.
First class.....	25	Fifth class	5
Second class.....	20	Sixth class	3
Third class.....	15	Seventh class.....	1
Fourth class.....	10		

4. These coefficients are multiplied by the number of countries of each class, and the total of the products thus obtained furnishes the number of units by which the total expense is to be divided. The quotient gives the amount of the unit of expense.

5. The countries of the Union are classified, as follows, in view of the division of the expenses:

First class: Germany, Austria-Hungary, United States of America, France, Great Britain, British India, British Colonies of Australasia, the whole of the other British Colonies and Protectorates except Canada, Italy, Russia, Turkey.

Second class: Spain.

Third class: Belgium, Brazil, Canada, Egypt, Japan, Netherlands, Roumania, Sweden, Spanish Colonies or Provinces beyond the sea, French Colonies and Protectorates of Indo-China, the whole of the other French Colonies, Netherlands Indies.

Fourth class: Denmark, Norway, Portugal, Switzerland, Portuguese Colonies.

Fifth class: Argentine Republic, Bulgaria, Chile, Colombia, Greece, Mexico, Peru, Servia, Tunis.

Sixth class: Greater Republic of Central America, Bolivia, Costa Rica, Dominican Republic, Ecuador, Guatemala, Haiti, Luxemburg, Paraguay, Persia, Kingdom of Siam, South African Republic, Uruguay, Venezuela, German Protectorates, Danish Colonies, Colony of Curaçoa (or Netherlands West Indies) Colony of Surinam (or Netherlands Guiana).

Seventh class: Independent State of Congo, Korea, Hawaii, Liberia, Montenegro.

XXXV.—COMMUNICATIONS TO BE ADDRESSED TO THE INTERNATIONAL BUREAU.

1. The International Bureau serves as the intermediary for regular and general notifications which concern the international relations.

2. The Administrations forming the Union must communicate to each other, specially, through the intermediary of the International Bureau:

First. Information relative to the surtaxes which they levy, by virtue of Article 5 of the Convention, in addition to the Union rate, whether for maritime conveyance or for the expenses of extraordinary conveyance, as well as a list of the countries in relation to which these surtaxes are levied, and, if necessary, the designation of the routes which cause their collection.

Second. Five complete sets of their postage stamps, with the indication, if possible, of the date on which the postage stamps of previous issues will cease to be in circulation.

Third. Notice whether the Administrations intend to use the option allowed to them to apply or not to apply certain general provisions of the Convention and of the present Regulations.

Fourth. The reduced rates which have been adopted, either in virtue of special arrangements concluded by application of Article 21 of the Convention, or in execution of Article 20 of the Convention, and the indication of the relations to which these reduced rates apply.

3. Every modification adopted hereafter in regard to one or other of the four points above mentioned must be notified without delay in the same manner.

4. The International Bureau likewise receives from all the Administrations of the Union two copies of all the documents which they publish, whether relating to the domestic service or to the international service.

XXXVI.—GENERAL STATISTICS.

1. Each Administration transmits, at the end of the month of July of each year, to the International Bureau, a series of statistical data, as complete as possible, relating to the preceding year, in the form of Tables in conformity with or analagous to Forms K and L annexed hereto.

2. The operations of the service which give rise to the keeping of records form the subject of periodical statements, based upon the entries made.

3. As regards all other operations, a count is made, during one week at least for daily exchanges, and during four weeks for exchanges other than daily, leaving it optional with each Administration to make a separate count for each class of articles.

4. There is reserved to each Administration the right to make this count at periods which come nearest to the average of its postal traffic.

5. The International Bureau is charged with the duty of printing and distributing the statistical Forms to be filled out by each Administration. It is likewise obliged to furnish the Administrations which may make the request all the necessary information relative to the rules to be followed in order to insure, as far as possible, uniformity in the statistical operations.

XXXVII.—DUTIES OF THE INTERNATIONAL BUREAU.

1. The International Bureau prepares general statistics for each year.

2. It publishes, by the aid of the documents which are put at its disposal, a special journal in the German, English, and French languages.

3. The International Bureau publishes from the information furnished in virtue of the stipulations of Article XXXV preceding, an official digest of all the information of general interest concerning the execution of the Convention and the present Regulations in each country of the Union. Subsequent modifications are published in the semiannual supplements. However, in urgent cases, when an Administration expressly requests the immediate publication of a modification made in its service, the International Bureau publishes it in a special Circular.

4. All the documents published by the International Bureau are distributed to the Administrations of the Union in the proportion of the number of contributive units assigned to each by Article XXXIV preceding.

Similar digests concerning the execution of the special Arrangements of the Union may be published by the International Bureau at the request of the Administrations participating in these Arrangements.

5. Any additional copies and documents which may be applied for by these Administrations are paid for separately, at prime cost.

6. The International Bureau must, besides, hold itself always at the disposal of the members of the Union, for the purpose of furnishing them with any special information they may require upon questions relating to the international postal service.

7. The International Bureau makes known requests for the modification or interpretation of the stipulations which govern the Union. It notifies the results of each application, and no modification or resolution adopted is binding until three months, at least, after its notification.

8. The International Bureau effects the balance and liquidation of accounts of every kind between the Administrations of the Union which declare their wish to use the intermediary of that Bureau on the conditions described by Article XXXVIII hereafter.

9. The International Bureau prepares the business to be submitted to the Congresses or Conferences. It undertakes the necessary copying and printing, the editing and distribution of amendments, journals of proceedings, and other information.

10. The Director of this Bureau attends the sessions of the Congresses or Conferences and takes part in the discussions, but without the power of voting.

11. He publishes an annual Report on the work of the Bureau, which is communicated to all the Administrations of the Union.

12. The official language of the International Bureau is the French language.

13. The International Bureau is charged with the duty of publishing an alphabet-

ical dictionary of all the post-offices of the world, with special indication of such of these offices as undertake services which have not yet become general. This dictionary is kept up to date by means of supplements, or in any other manner which the International Bureau may deem suitable.

The dictionary mentioned in the present paragraph is furnished at prime cost to the Administrations which may apply for it.

XXXVIII.—CENTRAL OFFICE OF SETTLEMENT AND LIQUIDATION OF ACCOUNTS BETWEEN THE ADMINISTRATIONS OF THE UNION.

1. The International Bureau of the Universal Postal Union is charged with the duty of effecting the balance and liquidation of accounts of every kind relating to the international postal service between the Administrations of the countries of the Union which have the franc for their monetary unit or which have come to an agreement as regards the rate of conversion of their currency into metallic francs and centimes.

The Administrations which intend to claim the aid of the International Bureau for this service of liquidation arrange accordingly among themselves and with the Bureau.

Notwithstanding its adhesion, each Administration retains the right to prepare, at its option, special accounts for different branches of the service, and to effect the settlement of them, to suit itself, with its correspondents, without using the intermediary of the International Bureau; simply advising the Bureau, in accordance with the provision of the preceding paragraph, for which branches of the service and for which countries it intends to employ its services.

At the request of the Administrations interested, the telegraph accounts may also be reported to the International Bureau, to be included in the settlement of the balances.

The Administrations which shall have used the intermediary of the International Bureau for the balancing and liquidation of accounts may cease to use this intermediary three months after giving notice to the Bureau to that effect.

2. After the special accounts have been examined and accepted by common consent, the debtor Administrations transmit to the creditor Administrations, for each category of operations, an acknowledgment, prepared in francs and centimes, for the amount of the balance of the two special accounts, indicating the object of the credit and the period to which it relates.

However, as regards the exchange of money orders, the acknowledgment must be transmitted by the debtor Office at the time when its own special account is prepared and the account from the corresponding office is received, without waiting until the verification of details is proceeded with. Any differences which are subsequently ascertained are taken up in the next account.

Unless there be an understanding to the contrary, the Administration which should desire for its domestic bookkeeping, to have general accounts, would have to prepare them itself, and would have to submit them, for acceptance, to the Office with which it exchanges mails.

The Administrations may come to an understanding among themselves to make use in their relations of some other system.

3. Each Administration transmits monthly, to the International Bureau, a Table showing the total credit due to it on individual accounts, as well as the total of the sums which are due to it from each of the contracting Administrations; each credit appearing in this Table must be substantiated by an acknowledgment from the debtor office.

This Table should reach the International Bureau on the 19th of each month at the latest; otherwise its liquidation is liable to be deferred until the following month.

4. The International Bureau ascertains, by comparing the acknowledgments, if the Tables are correct. Every correction which is necessary is notified to the Offices interested.

The debit of each Administration to another is stated in a recapitulation; in order to ascertain the total amount of indebtedness of each Administration it is only necessary to add up the different columns of the recapitulation.

5. The International Bureau incorporates the Tables and the recapitulations in a general balance sheet, showing:

- (a) The total of the Debit and of the Credit of each Administration;
- (b) the balance against or in favor of each Administration, representing the difference between the total of the Debit and the total of the Credit;
- (c) the sums to be paid by some of the members of the Union to a single Administration, or vice versa, the sums to be paid by the latter to the former.

The totals of the two categories of balances under *a* and *b* must necessarily be the same.

It shall be arranged, as far as possible, that each Administration, in order to liquidate its indebtedness, shall have to make only one or two distinct payments.

Nevertheless, an Administration which habitually finds a sum exceeding 50,000 francs due to it from another Administration has the right to claim remittances on account.

These remittances on account are entered, both by the creditor Administration and by the debtor Administration, at the foot of the Tables, to be transmitted to the International Bureau (see Section 3).

6. The acknowledgments (see Section 3) transmitted to the International Bureau with the Tables are classified by Administrations.

They serve as the basis for settling the accounts of each of the Administrations interested. In this settlement should appear:

- (a) the sums relating to the special accounts regarding the different exchanges;
- (b) the total of the sums resulting from all the special accounts with respect to each of the Administrations interested;
- (c) the totals of the sums due to all the creditor Administrations on account of each branch of the service, as well as their general total.

This total should be equal to the total of the debit which appears in the recapitulation.

At the foot of the liquidation account the balance is shown between the total of the Debit and the total of the Credit resulting from the Tables transmitted by the Administrations to the International Bureau (see Section 3). The net amount of the Debit or of the Credit should be equal to the Debit balance or to the Credit balance carried into the general balance sheet. Moreover, the liquidation account determines the manner of settlement, that is to say, it indicates the Administrations to which payment must be made by the debtor Administration.

The liquidation accounts must be transmitted to the Administrations interested by the International Bureau, at the latest on the 22d of each month.

7. The payment of the sums due, in virtue of a liquidation, to another Administration must be effected as soon as possible, and at the latest two weeks after the receipt of the liquidation by the debtor Administration. The Debit or Credit balances exceeding 500 francs may be entered in the account for the following month, on condition, however, that the Administrations interested are in monthly communication with the International Bureau. These entries are stated in the recapitulations and in the liquidation accounts for the creditor and debtor Administrations. The debtor Administration transmits, in that case, to the creditor Administration an acknowledgment of the sum due, to be entered in the next Table.

XXXIX.—LANGUAGE.

1. The Letter Bills, Tables, Statements, and other Forms used by the Administrations of the Union in their reciprocal relations must, as a general rule, be drawn up in the French language, unless the Administrations interested arrange otherwise by direct agreement.

2. As regards official correspondence, the present state of things is maintained, unless another arrangement should subsequently be agreed upon by common consent between the Administrations interested.

XL.—JURISDICTION OF THE UNION.

The following are considered as belonging to the Universal Postal Union:

First. The German post-offices established at Apia (Samoan Islands) and at Shanghai, Tien Tsin, and Chefoo (China), as subordinate to the Postal Administration of Germany;

Second. The principality of Liechtenstein, as subordinate to the Postal Administration of Austria;

Third. Iceland and the Faroe Islands, as forming part of Denmark;

Fourth. The Spanish possessions on the North Coast of Africa, as forming part of Spain, the Republic of Andorra and the postal establishments of Spain on the West Coast of Morocco, as subordinate to the Postal Administration of Spain;

Fifth. Algeria, as forming part of France; the principality of Monaco, and the French post-offices established in Morocco, Shanghai, and Tien Tsin (China), and at Zanzibar, as subordinate to the Postal Administration of France;

Sixth. The postal agencies which the Postal Administration of Gibraltar maintains at Tangier, Larrache, Rabat, Casablanca, Saffi, Mazagan, and Mogador (Morocco);

Seventh. The post-offices which the Administration of the British Colony of Hongkong maintains at Hoihow (Kiungchow), Canton, Swatow, Amoy, Foo-chow, Ningpo, Shanghai, and Hankow (China);

Eighth. The Indian postal establishments of Aden, Muscat, Persian Gulf, and Guadur, as subordinate to the Postal Administration of British India;

Ninth. The Republic of San Marino and the Italian post offices of Tunis and Tripoli in Barbary, as subordinate to the Postal Administration of Italy;

Tenth. The post-offices which the Japanese Administration has established at Shanghai, Tien Tsin, and Chefoo (China), Fusanpo, Genzanshin, and Jinsen (Korea);

Eleventh. The Grand Duchy of Finland, as forming an integral part of the Empire of Russia;

Twelfth. Basutoland, as subordinate to the Postal Administration of the Colony of the Cape of Good Hope;

Thirteenth. Walfish-Bay, as forming part of the Colony of the Cape of Good Hope.

2. In the interval which elapses between the meetings, the Administrations of the countries of the Union which open, in countries foreign to the Union, post-offices which should be considered as belonging to the Union, communicate the fact to the Administrations of all the other countries of the Union through the intermediary of the International Bureau.

XLI.—PROPOSITIONS MADE IN THE INTERVAL BETWEEN THE MEETINGS.

1. In the interval which elapses between the meetings, the Postal Administration of each country of the Union has the right to address to the other participating Administrations, through the intermediary of the International Bureau, propositions in regard to the stipulations of the present Regulations.

2. Every proposition is subject to the following mode of procedure:

A period of six months is allowed to the Administrations to examine the propositions and transmit to the International Bureau their observations. Amendments are not admitted. The replies are tabulated by the International Bureau and communicated to the Administrations, with an invitation to express their views for or against. The Administrations which have not transmitted their vote within a period of six months, counting from the date of the second circular of the International Bureau notifying them of the observations made, are considered as not voting.

3. To become binding the propositions must obtain—

First. Unanimity of votes if they relate to the addition of new provisions or to the modification of the provisions of the present Article and those of Articles III, IV, VII, XII, XXIX, XXX, XXXI, XXXIII, and XLII.

Second. Two-thirds of the votes, if they relate to the modification of the provisions of Articles I, II, V, VI, X, XI, XIII, XIV, XV, XVI, XVII, XVIII, XIX, XX, XXI, XXIII, XXIV, XXV, XXXII, XXXVI, XXXVIII, XXXIX, and XL.

Third. Simply an absolute majority, if they relate to the modification of provisions other than those above mentioned, or to the interpretation of the various provisions of the Regulations, except in case of arbitration contemplated in Article 23 of the Convention.

4. The resolutions adopted in due form are made binding by a simple notification from the International Bureau to all the Administrations of the Union.

5. No modification or resolution adopted is binding until at least three months after its notification.

XLII.—DURATION OF THE REGULATIONS.

The present regulations shall be put into execution on the day on which the Convention of the 15th of June, 1897, comes into force. They shall have the same duration as that Convention, unless they be renewed by mutual agreement between the parties interested.

Done at Washington, the 15th day of June, 1897.

[Here follow the signatures.]

ANNEXES.

A.

R

LAUSANNE.

N° 1480.

B.

Administration of.....

RETURN-RECEIPT.

{ for a letter with declared value of..... } entered at the office
{ for a registered article (.....) (1)..... }
of..... the..... under No. (2).

The undersigned declares { that a letter with declared value } to the above-mentioned
Stamp of the { that a registered article }
office of delivery. address, and originating at.....has been duly
delivered.....on the.....189...

Signature (3).

of the addressee:

of the chief of the office of delivery :

(1) Nature of the article (letter, sample, print, etc.).

(2) Office of origin; date of mailing at this office; No. of entry at said office.

(3) Note.—This Return-Receipt must be signed by the addressee; or, if the regulations of the country of destination permit it, by the chief of the office of delivery, then placed in an envelope, and transmitted, under registration, by the first mail to the office of origin of the article to which it relates.

C.

(Front.)

Postal Administration
of.....

**Correspondence with the Office
of.....**

LETTER BILL.

Number of order of
the mail

Mail (.....dispatch) from the exchange
office of for the exchange office
of

Number of sacks or
packages compos-
ing the mail

Dispatched by steamer
.....

Departure of, 189., atm.
Arrival of, 189., atm.

[illegible]

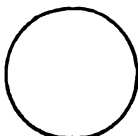
..... packages or sacks of registered articles.

..... registered articles outside of the packages.

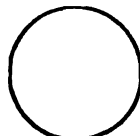
..... articles to be delivered by special messenger.

..... packages of declared value, weighing { grams.
 grams.

Stamp of dispatching office:



**Stamp of receiving
office:**



I. LIST OF REGISTERED ARTICLES.

Number of order. 1.	Offices of origin. 2.	Names of addressees. 3.	Places of destination. 4.	Observations. 5.
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				

Number of order. 1.	Offices of origin. 2.	Names of addressees. 3.	Places of destination. 4.	Observations. 5.
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				

C.

(Back.)

II. LIST OF CLOSED MAILS.

[Inserted in the present mail.]

Office of origin.	Office of destination.	Number of closed mails.	Observations.

OFFICIAL REGISTRATIONS.

Clerk of dispatching exchange office:

Clerk of receiving exchange office:

.....

.....

D.*Postal administration
of*

(Stamp of dispatching office.)

*Correspondence with the
Office of*

(Stamp of receiving office.)

**BULLETIN OF VERIFICATION***for the correction and the statement of errors and irregularities of all kinds discovered in the mail from the
exchange office of for the exchange office of*

Dispatch of the 189-, at o'clock.

ERRORS OR VARIOUS IRREGULARITIES.

(Missing mail; missing registered articles, or letter bill; robbed, torn, or injured mail, etc.)

At, the, 189-.
Clerks of the receiving exchange office.

.....

.....

At, the, 189-.
Seen and accepted:
Chief of the dispatching exchange office:

.....

E.

(Front.)

Administration of Posts
of

Office of

Stamp of dispatching office.



PARTICULARS TO BE FURNISHED IN CASE OF A CLAIM FOR AN ORDINARY (UNREGISTERED) ARTICLE OF CORRESPONDENCE WHICH HAS NOT ARRIVED.

I. BY THE CLAIMANT (SENDER OR ADDRESSEE).

Questions.	Answers.
<p>a. Nature of the article (letter, post card, newspaper or other print, sample or packet of commercial papers).</p> <p>b. How was the article addressed?</p> <p>c. What is the exact address of the addressee?</p> <p>d. Was the article large?</p> <p>e. What did it contain? (Give details as exact and complete as possible.)</p> <p>f. Exact or approximate date of mailing.</p> <p>g. Name and residence of the sender.</p> <p>h. In case of successful inquiry, to whom—the sender or the addressee—should the article be returned?</p>	

II. BY THE SENDER.

<p>i. Was it prepaid, and, if so, what was the value of the postage-stamps affixed?</p> <p>j. Date and hour of mailing.</p> <p>k. Was it mailed at the office or the box? In the latter case, which box?</p> <p>l. Was it mailed by the sender himself, or by some other person? In the latter case, by whom?</p>	
<p>m. Special observations by the office of origin.</p> <p>n. Observations by the 1st intermediary office.</p> <p>o. Observations by the 2d intermediary office.</p> <p>This form must be returned to.....</p>	

E.

(Back.)

Administration of Posts
of

Office of

(Stamp of the
office of
destination.)

III. PARTICULARS TO BE FURNISHED BY THE ADDRESSEE IN CASE OF A CLAIM FOR AN ORDINARY (UNREGISTERED) ARTICLE OF CORRESPONDENCE WHICH HAS NOT ARRIVED.

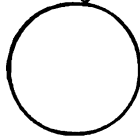
Questions.	Answers.
<p>p. Did the article come into the hands of the addressee?</p> <p>q. Is the correspondence usually taken at the post-office, or delivered at the house?</p> <p>r. In the first case, to whom is it intrusted?</p> <p>s. In the second, is it delivered directly to the addressee or to a person in his service; or is it deposited in a special box? If so, is the box well fastened and regularly opened?</p> <p>t. Has correspondence often been lost? And if so, mention whence the lost correspondence has come.</p> <p>u. Special observations by the office of destination.</p> <p>This form must be returned to.....</p>	

F.

[Front.]

Administration of.....

Office of

Stamp of the office
of origin.

INQUIRY

To be filled out in the service of origin.

for a registered article (a)
 for an article of declared value of (b)
 containing (c)
 mailed by M the
 under No., at the office of, bearing the
 following address:

.....

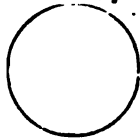
..... (d)
 for which a Return-receipt has been requested (e)

The above-described article was comprised in the mail dispatched from the exchange office
 of the, 18 .. (in dispatch),
 for the exchange office of

It was entered under No. in Table I of the Letter Bill.
 on Way Bill No.

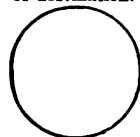
To be filled out in the service of destination

The undersigned declares that the above-mentioned article was duly delivered to the
 assignee on the

Stamp of office
of delivery.

.....
Chief of the Office of Delivery.

The undersigned declares that the above-mentioned article
 is still held at the office of
 was returned to the office of origin on the
 was reforwarded on the to
 has not reached the office of destination.

Stamp of the office
of destination.

.....
Chief of the Office of Destination.

(a) Letter, samples, print, etc.

(b) Letter or box.

(c) Description of the contents, as far as possible.

(d) To be filled out by the sender, or, if that be impossible, by the office of origin.

(e) Cross out if necessary.

F.

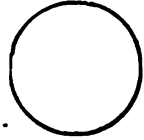
[Back.]

The article described on the other side was inserted in the mail from the exchange office of of 18.. [..... dispatch], for the exchange office of

It was entered under No. in Table I of the Letter Bill.
on Way Bill

Date stamp:

Signature:

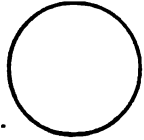


The article described on the other side was inserted in the mail from the exchange office of of 18.. [..... dispatch], for the exchange office of

It was entered under No. in Table I of the Letter Bill.
on Way Bill

Date stamp:

Signature:

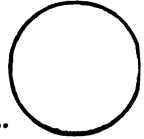


The article described on the other side was inserted in the mail from the exchange office of of 18.. [..... dispatch], for the exchange office of

It was entered under No. in Table I of the Letter Bill.
on Way Bill

Date stamp:

Signature:



To be filled out in the intermediary services.

DEFINITE REPLY

of the office of destination or, if necessary, of the intermediary office which can not prove the regular transmission of the article inquired for, to the next office.

G.

(Front.)

Postal Administration of

REQUEST FOR WITHDRAWAL OR FOR CORRECTION OF ADDRESS. *

REQUEST BY POST.

(To be transmitted under registration, and at the expense of the person making the request.)

I. REQUEST FOR WITHDRAWAL.

Please return to the office of (of origin),
 to be delivered to the sender, the (nature of article),
 addressed to your office on the 189.... the address of which is like the fac-simile
 herewith.

....., the 189..

[Stamp of office.]



The of Posts,

II. REQUEST FOR CORRECTION OF ADDRESS.

Please substitute (give substitution)
 for (give original version), on the address
 of the (nature of article), addressed to your
 office on the 189., by the office of, the address of
 which is like the fac-simile herewith.

....., the 189..

Stamp of office.



The of Posts,

* Cross out either I or II, as the case may be.

G.

(Back.)

REQUEST BY TELEGRAPH.

(Telegram at the expense of the person making the request.)

I. REQUEST FOR WITHDRAWAL.

Return to origin.....(*such and such an article*) addressed.....
(*this day or on the.....*) to M(*exact address of addressee*).
 Stamped fac-simile of signature:.....(*place and description*).
 Seal:(*description*).
 Envelope:(*form and color of article*).
 Special marks:(*notes and signs of every kind*).
, the.....189....

[Stamp of office.]



(Signature)

.....
Postmaster.

II. REQUEST FOR CORRECTION OF ADDRESS. *

Substitute.....(*give substitution*) for.....
(*give original version*) on the address of the.....(*nature of article*)
 forwarded(*this day or on the.....*) to your office for
 M.....(*exact address of addressee*).
 Stamped fac-simile of signature:.....(*place and description*).
 Seal:(*description*).
 Envelope:(*form and color of article*).
 Special marks:(*notes and signs of every kind*).
, the.....189....

[Stamp of office.]



(Signature)

.....
Postmaster.

* This request can not be complied with until the fac-simile has been received by mail.

H.

Administration of Posts

Office of.....

of.....

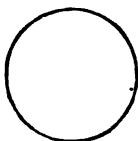
Department or Province of.....

NOTICE OF DISPATCH,

under official registration, of the article of correspondence described below, appearing to bear a fraudulent postage stamp.

Nature of the article.	Office of origin and date of dispatch.	Literal copy of the address.	Indication of the postage stamp presumed to be fraudulent (value).	Observations.
1	2	3		5

..... of Posts:

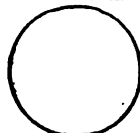


Stamp of the dispatching office.

I.

*Administration of
Posts of*

*Date stamp of the office
of destination.*



REPORT OF PROCEEDINGS

*taken at in application of Article 18 of the Convention of the Universal Postal Union
and Article XXX of the Regulations of detail and order for the execution of said Convention.*

USE OF A FRAUDULENT POSTAGE STAMP.

In the year one thousand eight hundred and on the
we, the undersigned of Posts at acting in
virtue of Article 18 of the Convention of the Universal Postal Union, and of Article XXX of the
Regulations of detail and order for the execution of said Convention, and assisting in the verifica-
tion of¹ mailed on the of
addressed to M at weighing
and prepaid at the rate of, have found that this article had attached to it a postage
stamp presumed to be fraudulent which constitutes the offense mentioned in Article 18 of the Conven-
tion referred to above.

The addressee has declared before us² {that he refuses to make known the sender
that the sender is unknown to him
that the sender is M.³

..... In consequence
.....
we have delivered to him
.....
we have seized
.....
for the purpose of transmitting them to the Administration of Posts of

We have prepared the present Report of these Proceedings, in single copy, in order that further pro-
ceedings may be instituted in conformity with Article 18 of the Convention and Article XXX of the
Regulations mentioned above.

.....
*Signature of the addressee or
of his representative.*

.....
Signature of the of Posts.

¹ Nature of the article (letter, sample, print, commercial papers, &c.).

² Cross out, as the case may require, one or the other of these indications.

³ Name and address of the offender (if he resides in a large city, give street and number of house).

The statistical Tables K and L are omitted.

ARRANGEMENT CONCERNING THE EXCHANGE OF LETTERS AND BOXES WITH DECLARED VALUE CONCLUDED BETWEEN GERMANY AND THE GERMAN PROTECTORATES, THE GREATER REPUBLIC OF CENTRAL AMERICA, THE ARGENTINE REPUBLIC, AUSTRIA-HUNGARY, BELGIUM, BOSNIA-HERZEGOVINA, BRAZIL, BULGARIA, CHILE, DENMARK, THE DANISH COLONIES, EGYPT, THE DOMINICAN REPUBLIC, SPAIN, FRANCE, THE FRENCH COLONIES, ITALY, LIBERIA, LUXEMBURG, NORWAY, THE NETHERLANDS, PORTUGAL, THE PORTUGUESE COLONIES, ROUMANIA, RUSSIA, SERBIA, SWEDEN, SWITZERLAND, TUNIS, AND TURKEY.

ARTICLE FIRST.

1. There may be dispatched from one of the countries mentioned above to another one of those countries letters containing papers of declared value, and boxes containing jewelry and precious articles the value of which is declared; and the amount so declared may be insured.

Participation in the service of boxes with declared value is limited to the exchanges between those adhering countries whose Administrations have agreed to establish this service in their reciprocal relations.

2. The maximum weight of boxes is fixed at 1 kilogram (2 pounds 3 ounces) per article.

3. The various Offices have the liberty, in their respective relations, to determine a maximum declared value, which in no case can be less than 10,000 francs (\$1,930) per article, and it is understood that the various Administrations participating in the conveyance are responsible only up to the maximum amount adopted by them.

ARTICLE 2.

1. Letters and boxes with declared value may be marked with trade-charges, on the conditions admitted by Sections 1 and 2 of Article 7 of the Universal Postal Convention. These articles are subjected to the formalities and to the rates applicable to the articles of declared value of the category to which they belong.

2. The loss, damage, or rifling of an article of declared value marked with trade charges, renders the postal service responsible, in the conditions determined by Article 12 of the present Arrangement. After the delivery of the article, the Administration of the country of destination is responsible for the amount of the trade charge, and must be able to prove that the amount collected has been forwarded to the sender, after deducting the fee and charges which are authorized.

ARTICLE 3.

1. The right of transit through the territory of each of the adhering countries is guaranteed, and the Offices which participate in the conveyance take the responsibility within the limits determined by Article 12 of the present Arrangement.

The same applies to the maritime conveyance effected or assured by the Offices of the adhering countries: *Provided, however,* That these Offices are prepared to take the responsibility for values on board the steamers or vessels which they employ.

2. Unless there is an arrangement to the contrary between the Offices of origin and of destination, the transmission of declared values exchanged between nonadjacent countries is effected in open-mail, and by the routes used for the transmission of ordinary correspondence.

3. The exchange of letters and boxes containing declared values between two countries which, in their ordinary relations, exchange mails through the intermediary of one or more countries not participating in the present Arrangement, or by means of maritime services which do not take any responsibility, is subject to special arrangements to be agreed upon between the Administrations of the country of origin and destination, such as a roundabout way, dispatch in closed mails, etc.

ARTICLE 4.

1. The transit charges contemplated by Article 4 of the Universal Postal Convention are payable by the Office of origin to the Offices which participate in the intermediary conveyance of letters containing declared values in open-mail or in closed mails.

2. A postage charge of 50 centimes per article must be paid by the Office of origin of boxes with declared value to the Administration of the country of destination, and, if necessary, to each of the Administrations participating in the intermediary territorial conveyance. The Office of origin must, in addition, pay, if necessary, a postage charge of 1 franc to each of the Administrations participating in the intermediary maritime conveyance.

3. Independent of these charges and postage charges, the Administration of the country of origin is accountable to the Administration of the country of destination, and, if necessary, to each of the Administrations participating in the territorial transit, with the guaranty of responsibility, for an insurance fee of 5 centimes (1 cent) on each declared 300 francs or fraction of 300 francs.

4. Moreover, if there is maritime conveyance with the same guaranty, the Administration of origin is accountable to each of the Offices participating in this conveyance for a maritime insurance fee of 10 centimes (2 cents) for each declared sum of 300 francs or fraction of 300 francs.

ARTICLE 5.

1. The postage on letters and boxes containing declared values must be paid in advance, and is composed of—

First. For letters, of the postage and fixed fee applicable to a registered letter of the same weight and for the same destination—postage and fee going entirely to the Office of dispatch; for boxes, of a postage of 50 centimes per country participating in the territorial conveyance, and if there is any maritime conveyance, 1 franc per country participating in the maritime conveyance.

Second. For letters and boxes, of an insurance fee calculated, per 300 declared francs or fraction of 300 francs, at the rate of 10 centimes for adjacent countries, or countries connected by a direct maritime service, and at the rate of 25 centimes for other countries, with the addition, if necessary, in both cases of the maritime insurance charge contemplated by the last paragraph of Article 4 preceding. However, as a temporary measure, each of the contracting parties has the right, in view of its monetary and other conditions, to levy an insurance charge other than the one indicated above, provided this charge does not exceed one-half of 1 per cent of the declared sum.

2. The sender of an article containing declared values receives, free of charge, at the moment of mailing, a receipt for the article.

3. It is especially agreed that, except in the case of reforwarding contemplated in Section 2 of Article 10 following, no postage charge, other than that for delivery at the residence, can be levied upon the addressees of letters and boxes containing declared values.

4. Those countries adhering to this Convention which do not have the franc for their monetary unit, fix their rates at the equivalent, in their respective money, of the rates determined by Section 1 preceding. These countries are at liberty to round off the fractions in conformity with the Table inserted in the Regulations for the execution of the Universal Postal Convention.

ARTICLE 6.

Letters of declared value exchanged between the Postal Administrations, or between those Administrations and the International Bureau, are admitted free of postage and insurance fee, on the conditions determined by paragraph 2 of Article 11 of the Universal Postal Convention.

ARTICLE 7.

1. The sender of a registered article containing declared values may demand, on the conditions determined by Section 3 of Article 6 of the Universal Postal Convention concerning registered articles, a notice that the article has been delivered to the addressee, or request information relative to the article subsequent to its mailing.

2. The charge for such a notice goes entirely to the Office of the country of origin.

ARTICLE 8.

1. The sender of an article with declared value may cause it to be withdrawn from the service, or have its address changed, to have it reforwarded either to some other place in the country of the original destination, or to any other of the contracting

countries, as long as it has not been delivered to the addressee, on the conditions and with the reservations determined for ordinary and registered correspondence by Article 9 of the Universal Postal Convention. As regards change of address, this right is limited to articles whose declared value does not exceed 10,000 francs.

2. He may likewise demand the delivery at the residence by special messenger immediately after the arrival of the article, on the conditions and under the reservations fixed by Article 13 of the Universal Postal Convention.

There is reserved, however, to the Administration of the place of destination the liberty to cause to be delivered by special messenger a notice of the arrival of the article, instead of the article itself, when its domestic regulations require this.

ARTICLE 9.

1. It is prohibited to make a fraudulent declaration of value higher than the value actually inserted in the letter or the box.

In case of a fraudulent declaration of this nature, the sender loses all claim to an indemnity, without prejudice to the judicial proceedings which the legislation of the country of origin may demand.

2. It is prohibited to insert in letters with declared value:

(a) current coin;

(b) articles liable to customs charges, with the exception of paper values;

(c) gold and silver bullion, jewelry, and other precious articles.

It is likewise prohibited to insert in boxes with declared value letters or notes taking the place of correspondence, current coin, bank notes, or any values payable to bearer, legal documents, and articles coming under the category of commercial papers.

Objects coming under this prohibition are not given circulation.

ARTICLE 10.

1. A letter or box with declared value which has been reforwarded, owing to a change of residence of the addressee, to the interior of the country of destination, does not become liable to an additional charge.

2. In case of reforwarding to one of the contracting countries other than the country of destination, the insurance fees, fixed by sections 3 and 4 of Article 4 of the present Arrangement, are levied upon the addressee for the benefit of each of the Offices taking part in the new conveyance. In case of a box with declared value there is levied, in addition, the postage fixed by section 2 of Article 4.

3. No additional postage is levied upon the public for reforwarding an article owing to misdirection or for its return as undeliverable.

ARTICLE 11.

1. Boxes with declared value are subject to the legislation of the country of origin or destination as regards payment of stamp duties on articles exported and as regards the control of stamp and customs duties on articles imported.

2. The stamp duties and charges for examination by customs officers involved in importation are collected from the addressees when the articles are delivered. If, owing to a change of residence of the addressee, a refusal on his part to receive it, or from some other cause, a box with declared value has been reforwarded to another country participating in the exchange, or has been returned to the country of origin, those of the charges in question which can not be remitted are repeated upon Office to Office for the purpose of being collected from the addressee or from the sender.

ARTICLE 12.

1. Except in cases of the interference of a higher power (*force majeure*), whenever a letter or box containing declared values has been lost, rifled, or damaged, the sender, or, at his request, the addressee, is entitled to an indemnity corresponding to the actual amount of the loss, rifling, or damage, unless the damage has been caused by the carelessness or negligence of the sender, or by the nature of the article itself. This indemnity must in no case exceed the declared value.

In case of loss, the sender has, moreover, the right to have the expenses of forwarding refunded to him. However, the charge for insurance is left to the Postal Administrations.

2. The countries which are disposed to take the risks resulting from cases of the interference of a higher power are authorized to levy therefor a surtax within the limits laid down by the last paragraph of section 1 of Article 5 of the present Arrangement.

3. The obligation to pay the indemnity rests with the Administration to which the dispatching post-office is subordinate. There is reserved to this Administration a

ARTICLE 4.

1. The transit charges contemplated by Article 4 of the Universal Postal Convention are payable by the Office of origin to the Offices which participate in the intermediary conveyance of letters containing declared values in open-mail or in closed mails.

2. A postage charge of 50 centimes per article must be paid by the Office of origin of boxes with declared value to the Administration of the country of destination, and, if necessary, to each of the Administrations participating in the intermediary territorial conveyance. The Office of origin must, in addition, pay, if necessary, a postage charge of 1 franc to each of the Administrations participating in the intermediary maritime conveyance.

3. Independent of these charges and postage charges, the Administration of the country of origin is accountable to the Administration of the country of destination, and, if necessary, to each of the Administrations participating in the territorial transit, with the guaranty of responsibility, for an insurance fee of 5 centimes (1 cent) on each declared 300 francs or fraction of 300 francs.

4. Moreover, if there is maritime conveyance with the same guaranty, the Administration of origin is accountable to each of the Offices participating in this conveyance for a maritime insurance fee of 10 centimes (2 cents) for each declared sum of 300 francs or fraction of 300 francs.

ARTICLE 5.

1. The postage on letters and boxes containing declared values must be paid in advance, and is composed of—

First. For letters, of the postage and fixed fee applicable to a registered letter of the same weight and for the same destination—postage and fee going entirely to the Office of dispatch; for boxes, of a postage of 50 centimes per country participating in the territorial conveyance, and if there is any maritime conveyance, 1 franc per country participating in the maritime conveyance.

Second. For letters and boxes, of an insurance fee calculated, per 300 declared francs or fraction of 300 francs, at the rate of 10 centimes for adjacent countries, or countries connected by a direct maritime service, and at the rate of 25 centimes for other countries, with the addition, if necessary, in both cases of the maritime insurance charge contemplated by the last paragraph of Article 4 preceding. However, as a temporary measure, each of the contracting parties has the right, in view of its monetary and other conditions, to levy an insurance charge other than the one indicated above, provided this charge does not exceed one-half of 1 per cent of the declared sum.

2. The sender of an article containing declared values receives, free of charge, at the moment of mailing, a receipt for the article.

3. It is especially agreed that, except in the case of reforwarding contemplated in Section 2 of Article 10 following, no postage charge, other than that for delivery at the residence, can be levied upon the addressees of letters and boxes containing declared values.

4. Those countries adhering to this Convention which do not have the franc for their monetary unit, fix their rates at the equivalent, in their respective money, of the rates determined by Section 1 preceding. These countries are at liberty to round off the fractions in conformity with the Table inserted in the Regulations for the execution of the Universal Postal Convention.

ARTICLE 6.

Letters of declared value exchanged between the Postal Administrations, or between those Administrations and the International Bureau, are admitted free of postage and insurance fee, on the conditions determined by paragraph 2 of Article 11 of the Universal Postal Convention.

ARTICLE 7.

1. The sender of a registered article containing declared values may demand, on the conditions determined by Section 3 of Article 6 of the Universal Postal Convention concerning registered articles, a notice that the article has been delivered to the addressee, or request information relative to the article subsequent to its mailing.

2. The charge for such a notice goes entirely to the Office of the country of origin.

ARTICLE 8.

1. The sender of an article with declared value may cause it to be withdrawn from the service, or have its address changed, to have it reforwarded either to some other place in the country of the original destination, or to any other of the contracting

countries, as long as it has not been delivered to the addressee, on the conditions and with the reservations determined for ordinary and registered correspondence by Article 9 of the Universal Postal Convention. As regards change of address, this right is limited to articles whose declared value does not exceed 10,000 francs.

2. He may likewise demand the delivery at the residence by special messenger immediately after the arrival of the article, on the conditions and under the reservations fixed by Article 13 of the Universal Postal Convention.

There is reserved, however, to the Administration of the place of destination the liberty to cause to be delivered by special messenger a notice of the arrival of the article, instead of the article itself, when its domestic regulations require this.

ARTICLE 9.

1. It is prohibited to make a fraudulent declaration of value higher than the value actually inserted in the letter or the box.

In case of a fraudulent declaration of this nature, the sender loses all claim to an indemnity, without prejudice to the judicial proceedings which the legislation of the country of origin may demand.

2. It is prohibited to insert in letters with declared value:

(a) current coin;

(b) articles liable to customs charges, with the exception of paper values;

(c) gold and silver bullion, jewelry, and other precious articles.

It is likewise prohibited to insert in boxes with declared value letters or notes taking the place of correspondence, current coin, bank notes, or any values payable to bearer, legal documents, and articles coming under the category of commercial papers.

Objects coming under this prohibition are not given circulation.

ARTICLE 10.

1. A letter or box with declared value which has been reforwarded, owing to a change of residence of the addressee, to the interior of the country of destination, does not become liable to an additional charge.

2. In case of reforwarding to one of the contracting countries other than the country of destination, the insurance fees, fixed by sections 3 and 4 of Article 4 of the present Arrangement, are levied upon the addressee for the benefit of each of the Offices taking part in the new conveyance. In case of a box with declared value there is levied, in addition, the postage fixed by section 2 of Article 4.

3. No additional postage is levied upon the public for reforwarding an article owing to misdirection or for its return as undeliverable.

ARTICLE 11.

1. Boxes with declared value are subject to the legislation of the country of origin or destination as regards payment of stamp duties on articles exported and as regards the control of stamp and customs duties on articles imported.

2. The stamp duties and charges for examination by customs officers involved in importation are collected from the addressees when the articles are delivered. If, owing to a change of residence of the addressee, a refusal on his part to receive it, or from some other cause, a box with declared value has been reforwarded to another country participating in the exchange, or has been returned to the country of origin, those of the charges in question which can not be remitted are repeated upon Office to Office for the purpose of being collected from the addressee or from the sender.

ARTICLE 12.

1. Except in cases of the interference of a higher power (force majeure), whenever a letter or box containing declared values has been lost, rifled, or damaged, the sender, or, at his request, the addressee, is entitled to an indemnity corresponding to the actual amount of the loss, rifling, or damage, unless the damage has been caused by the carelessness or negligence of the sender, or by the nature of the article itself. This indemnity must in no case exceed the declared value.

In case of loss, the sender has, moreover, the right to have the expenses of forwarding refunded to him. However, the charge for insurance is left to the Postal Administrations.

2. The countries which are disposed to take the risks resulting from cases of the interference of a higher power are authorized to levy therefor a surtax within the limits laid down by the last paragraph of section 1 of Article 5 of the present Arrangement.

3. The obligation to pay the indemnity rests with the Administration to which the dispatching post-office is subordinate. There is reserved to this Administration a

remedy against the responsible Administration—that is to say, against the Administration on whose territory or in whose service the loss or rifling has taken place.

In case of loss, rifling, or damage, under circumstances of *force majeure*, on the territory or in the service of a country taking the risks mentioned in Section 2 above, of a letter or a box with declared value, the country where the loss, rifling, or damage has taken place is responsible therefor to the dispatching Office if the latter, on its side, takes risks in cases of *force majeure*, as regards articles of declared value.

4. Until the contrary is proved, the responsibility rests with the Administration which, having received the article without making any observation, can not prove either its delivery to the addressee or its regular transmission to the next Administration.

5. The indemnity must be paid by the dispatching Office as soon as possible, and, at the latest, within one year from the date of the application. The responsible Office is bound to refund to the dispatching Office without delay, and by means of a draft or a money order, the amount of the indemnity paid by the latter.

The Office of origin is authorized to indemnify the sender on account of the intermediary Office or the Office of destination, which, after a request has been made in due form, has allowed a year to pass without attending to the matter. Moreover, in case an Office, whose responsibility has been duly proved, has at once declined to pay the indemnity, that Office must bear, in addition to the indemnity, the expenses caused by the unjustified delay in making payment.

6. It is understood that an application for indemnity is admitted only within one year from the mailing of the article containing the declared value; after this period has expired the applicant has no longer any right to claim an indemnity.

7. The Administration on whose account the amount of declared values which have not reached destination is refunded, enters upon all the rights of ownership.

8. If the loss, rifling, or damage has taken place in course of transportation between the exchange offices of two adjacent countries, and it can not be ascertained on which of the two territories the occurrence took place, the two Administrations concerned bear the loss in equal parts.

The same applies in case of an exchange in closed mails, if the loss, rifling, or damage has taken place on the territory or in the service of an intermediary non-responsible Office.

9. The Administrations cease to be responsible for declared values contained in articles which have been received for by the addressees, and which have been delivered to the addressees.

ARTICLE 13.

1. There is reserved to each country the right to apply to articles containing declared values, destined for or originating in other countries, its domestic laws and regulations, unless otherwise stipulated by the present Arrangement.

2. The stipulations of the present Arrangement do not restrict the right of the contracting parties to maintain and conclude special arrangements, as well as to maintain and establish more restricted unions, for the purpose of improving the service of letters and boxes with declared value.

3. In the relations between Offices which have come to an agreement in this regard, the senders of boxes with declared value may take upon themselves the nonpostal charges to which the article may be liable in the country of destination, upon a previous declaration to the Office of mailing, and upon the obligation to pay, at the request of the Office of destination, the amounts indicated by the latter.

ARTICLE 14.

The Administration of any of the contracting countries may, under extraordinary circumstances which justify the measure, temporarily suspend the service of declared values, both as regards dispatch and receipt, and in a general or partial manner, on condition that immediate notice thereof be given, if necessary by telegraph, to the Administration or Administrations interested.

ARTICLE 15.

The countries of the Union which have not taken part in the present Arrangement are admitted to adhere thereto upon their demand, and in the form prescribed by Article 24 of the Universal Postal Convention, as regards adhesions to the Universal Postal Union.

ARTICLE 16.

The Postal Administrations of the contracting countries regulate the form and mode of transmission of letters and boxes containing declared values, and fix all the other measures of detail and order necessary to assure the execution of the present Arrangement.

ARTICLE 17.

1. In the interval which elapses between the meetings contemplated by Article 25 of the Universal Postal Convention, the Postal Administration of any of the contracting countries has the right to address to the other Administrations, through the intermediary of the International Bureau, propositions concerning the service of letters and boxes, with declared value.

In order to be considered, each proposition must be supported by at least two Administrations, not counting the one from which it emanates. When the International Bureau does not receive, at the same time with the proposition, the necessary number of declarations of support, the proposition is not considered.

2. Every proposition is subject to the proceeding determined by section 2 of Article 26 of the Universal Postal Convention.

3. In order to become binding, the propositions must obtain as follows:

First. Unanimity of votes, if they involve the addition of new provisions or the modification of the present Article and of Articles 1, 2, 3, 4, 5, 6, 7, 8, 12, and 18.

Second. Two-thirds of the votes, if they involve a modification of the stipulations of the present Arrangement other than those of Articles 1, 2, 3, 4, 5, 6, 7, 8, 12, 17, and 18.

Third. Simply an absolute majority, if they affect the interpretation of the stipulations of the present Arrangement, except in the case of arbitration contemplated by Article 23 of the Universal Postal Convention.

4. The binding decisions are sanctioned in the first two cases by a diplomatic declaration, and in the third case by an administrative notification according to the form indicated in Article 26 of the Universal Postal Convention.

5. No modification or resolution adopted is binding until at least three months after its notification.

ARTICLE 18.

1. The present Arrangement shall be put into execution on the 1st of January, 1899, and shall have the same duration as the Universal Postal Convention, without prejudice to the right reserved to each country to withdraw from this Arrangement upon a notice given one year in advance by its Government to the Government of the Swiss Confederation.

2. From the date on which the present Arrangement takes effect, all the stipulations previously agreed upon between the different contracting countries or between their Administrations, in so far as they are not in accordance with the terms of the present Arrangement, are abrogated without prejudice to the stipulations of Article 13 preceding.

3. The present Arrangement shall be ratified as soon as possible. The acts of ratification shall be exchanged at Washington.

Done at Washington the 15th of June, 1897.

[Here follow the signatures.]

FINAL PROTOCOL.

At the moment of proceeding to sign the Arrangement concerning the exchange of letters and boxes with declared value, the undersigned plenipotentiaries have agreed as follows:

Only article.

In modification of the stipulation of Section 3 of the first Article of the Arrangement, which fixes the maximum limit of a declared value at 10,000 francs, it is agreed that if a country has adopted in its domestic service a lower maximum limit than 10,000 francs, that country has the liberty to fix the maximum limit likewise for its international exchanges of letters and boxes with declared value.

In faith of which, the undersigned plenipotentiaries have drawn up the present final protocol, which shall have the same force and value as if its provisions were inserted in the text itself of the Arrangement to which it relates, and they have signed it on a single copy, which shall remain in the archives of the Government of the United States of America, and a copy of which shall be delivered to each party.

Done at Washington, the 15th of June, 1897.

[Here follow the signatures.]

REGULATIONS OF DETAIL AND ORDER FOR THE EXECUTION OF THE ARRANGEMENT CONCERNING THE EXCHANGE OF LETTERS AND BOXES WITH DECLARED VALUE, CONCLUDED BETWEEN GERMANY AND THE GERMAN PROTECTORATES, THE GREATER REPUBLIC OF CENTRAL AMERICA, THE ARGENTINE REPUBLIC, ETC.

I.

1. The Postal Administrations of the adhering countries which maintain regular maritime services used for the conveyance of ordinary correspondence, within the territory of the Union, designate to the Offices of the other adhering countries those maritime services which may be used for the conveyance of letters and boxes with declared value under guarantee of responsibility.

2. The Administrations of the contracting countries notify each other, by means of Tables conforming to Form A annexed to the present Regulations, of—

First. The list of the countries in relation with which they can serve as intermediaries for the conveyance of letters and boxes with declared value;

Second. The routes which are open for the transmission of said articles from their entrance into their territories or their services;

Third. The amount, for each destination, of the sums to be paid to them for expenses of conveyance by the Office which transmits the boxes to them;

Fourth. The amount of the insurance fees which must likewise be paid to them for each destination by the Office which delivers to them the letters or boxes in open-mail.

3. The Administrations of the countries beyond Europe and the Turkish Office have the liberty to limit the service of articles with declared value to certain post-offices. The Administrations which make use of this liberty must transmit to the other participating Offices a list of those of their post-offices for which articles with declared value may be admitted.

4. By means of the Tables A received from the Administrations with whom it corresponds, each Administration determines the routes to be used for the transmission of its declared values, and the charges to be levied upon the senders according to the conditions upon which the intermediary conveyance is effected.

5. Each Administration must directly advise the first intermediary Office which are the countries for which it proposes to deliver to it, in open-mail, letters and boxes containing declared values.

II.

1. Letters containing declared values can only be admitted in envelopes sealed by means of seals in fine sealing wax, spaced so as to reproduce a particular sign, and applied in sufficient number to keep all the folds of the envelope in position. It is prohibited to use envelopes with colored edges.

2. Each letter must, moreover, be put up in such a manner that its contents can not be tampered with without externally and visibly damaging the envelopes or the seals.

3. The postage stamps used for prepayment must be spaced, so they can not serve to hide breaks in the envelope; nor must they be folded over two sides of the envelope so as to cover the edge.

4. Jewelry or precious articles are inclosed in wooden boxes, not exceeding 30 centimeters (11.8 inches) in length, 10 centimeters (3.9 inches) in breadth, and 10 centimeters in height; the sides of which must be at least 8 millimeters (three-tenths of an inch) thick.

5. Boxes with declared value must be tied crosswise with strong twine without knots, the two ends of which are united under a seal of fine sealing wax bearing a special impression. The boxes are, moreover, sealed on the four sides with identical seals. The upper and lower face of the box must be covered with white paper, for entering the address of the addressee, the declaration of value, and the impression of the official stamps.

6. Letters or boxes with declared values, addressed under initials, or in lead pencil, are not admitted.

III.

1. The declaration of value must be expressed in francs and centimes or in the money of the country of origin, and must be entered by the sender on the address of the article, both in words and in figures, and without erasure or correction, even if these are approved.

2. When the declaration is formulated in a money other than the franc, the Office of the country of origin is bound to reduce it to the last-mentioned money, at par, and indicate by new figures, placed by the side of or under the figures representing

the amount of the declared value, its equivalent in francs and centimes. This provision does not apply to the direct relations between countries having one and the same money.

3. Boxes with declared value must be accompanied by customs declarations, conforming or analogous to Form B herewith, in the relations which call for the use of such declarations. It is the duty of the Administrations interested to address a notification on this subject to the corresponding Offices, and to indicate to them the number of customs declarations which are to accompany the articles.

IV.

The provisions of Article 13 of the Universal Postal Convention and of Articles XIII and XXIX of its Regulations of detail and order are applicable, respectively, in cases of request for delivery by special messenger or for withdrawal or change of address of a letter or box with declared value.

The provisions of Article XIV of the Regulations of detail and order of the Universal Postal Convention are applicable to letters and boxes with declared value marked with trade charges.

V.

When accidental circumstances or the complaints of persons interested reveal the existence of a fraudulent declaration of value in excess of the actual value inserted in a letter or box, notice thereof is given to the Administration of the country of origin with as little delay as possible and with the documents necessary as vouchers in the investigation.

VI.

1. The exact weight, in grams, of each letter or box containing declared values must be entered on the article by the post-office of origin in the upper left-hand corner of the address.

2. The post-office of origin impresses, moreover, on the article, by the side of the address, a stamp indicating the place and date of mailing, and a special stamp in use in the country of origin for letters and boxes with declared value.

3. The post-office of destination impresses on the back its own date stamp of receipt.

VII.

1. The transmission of articles containing declared values between adjacent countries, or countries connected by means of a direct maritime service, is effected by those post-offices of exchange which the two corresponding Offices by common consent designate for that purpose.

2. In the relations between countries separated by one or several intermediary services, letters and boxes with declared value must always follow the most direct route and be delivered in open-mail to the first intermediary Office, if that Office is prepared to assure the transmission on the conditions determined by Article I of the present Regulations.

3. However, there is reserved to corresponding Offices the liberty to come to an understanding, either as regards the exchange of declared values in closed mails, or by means of the services of one or several intermediary countries participating or not participating in this Arrangement, or to assure the transmission in open-mail by circuitous routes, in cases where the transmission by the direct route does not furnish the guaranty of responsibility for the entire distance of the conveyance.

VIII.

1. The letters and boxes containing declared values are entered by the dispatching post-office of exchange on special dispatch bills, conforming to Form C annexed to the present Regulations, with all the details called for by that Form.

Opposite the entry of articles which call for Return-receipts, or which are marked with trade charges, there should be entered in the column of "Observations" either the letters A. E. or the word "Remb.," followed by the indication, in the money of the country of destination, of the amount of the trade charge.

Articles to be delivered by special messenger must be entered in Table I of the Letter-Bill.

2. The letters and boxes with declared value form, with that bill one or two special packages which are tied and wrapped in stout paper, then tied externally and sealed with fine sealing wax on all the folds, the seal of the dispatching post-office of exchange being impressed thereon. These packages bear the words "declared values," or "letters with declared value," or "boxes with declared value," and below this the indication of the gross weight in grams. The packages must be placed in the center of the mail.

3. The presence in, or, as the case may be, the absence of, such packages from a mail liable to contain articles with declared value, is indicated in the respective column on the front of the Letter-Bill, either by giving the number and weight of the packages, or by entering the word "nil."

4. The package or packages with declared value are tied to the package of registered articles, and to the outside of these united packages is tied the envelope containing the Letter Bill.

5. Whenever one of two corresponding Offices requests a separation, the boxes with declared value must be described on distinct Forms C, and must be wrapped separately. In such cases the packages or sacks containing the two categories of articles with declared value are attached to the package or sack of registered articles.

6. The return-receipts for articles with declared value are treated in conformity with the provisions of Articles XIII, XX, and XXI of the Regulations for the execution of the Universal Postal Convention.

7. The provisions of the present Article may be modified by mutual agreement between two corresponding Offices in relations where these provisions would be incompatible with the domestic regulations of either Office.

IX.

1. Upon the receipt of a package with declared values, the exchange post-office of destination begins operations by examining the package, in order to see whether it presents any irregularities, either in its external condition or packing or in the observation of the formalities to which the transmission is subjected by the preceding Article. It likewise verifies the gross weight of the package.

2. The exchange post-office of destination thereupon proceeds to the special verification of the articles containing declared values, and ascertains whether any articles are missing or whether there are any other irregularities, and likewise corrects the bills of dispatch, conforming to the rules laid down for registered articles by Article XXIII of the Regulations for the execution of the Universal Postal Convention.

3. The statement of a missing article, or of an alteration or irregularity of such a nature as to involve the responsibility of the Administrations concerned, is made by means of a report, which, accompanied by the envelopes, twine, and seals of the package, is transmitted to the central Administration of the country to which the exchange post-office of destination is subordinate. A duplicate of this document is at the same time transmitted, under official registration, to the central Administration to which the dispatching exchange post-office is subordinate, independent of the Bulletin of Verification, which must immediately be transmitted to that Office.

4. Without prejudice to the application of the provisions of section 3 of the present Article, the post-office of exchange which receives from a corresponding post-office an article insufficiently wrapped or damaged must give circulation to this article, after having wrapped it up anew, if necessary, preserving as much as possible the original wrapping. In such cases the weight of the article, before and after the new wrapping, must be ascertained.

X.

1. Letters and boxes with declared value, which are reforwarded owing to a wrong direction, are forwarded to their destination by the most rapid route at the disposal of the reforwarding Office.

When the reforwarding necessitates the return of the articles to the dispatching Office the charges entered as due on the bill of dispatch of that Office are annulled, and the reforwarding exchange post-office delivers these articles to the corresponding office, a record being made of the transaction, after having called attention to the error by a Bulletin of Verification.

In the contrary case, and when the charges refunded to the reforwarding Office are insufficient to cover its part of these charges and the expenses of reforwarding which it must bear, it credits itself with the difference by forcing the sum entered to its credit to the desired amount on the bill of dispatch of the dispatching post-office of exchange. The last-mentioned office is notified of the motive of such correction by means of a Bulletin of Verification.

2. Letters and boxes with declared value which are reforwarded, owing to a change of residence of the addressees, to one of the contracting countries, are impressed with the stamp "T" by the reforwarding Office, and become liable to a charge representing the amount due to the delivering Office, or to each one of the intermediary Offices, to be collected from the addressee by the delivering Office.

If there are intermediary Offices, the first one of these which receives a reforwarded article with declared value credits itself with the amount of the sum due to it over

against the Office to which it delivers the article, and the latter in its turn, if it is an intermediary, credits itself over against the next Office with its own portion of the charges, adding the amount for which it has been debited by the preceding Office. The same operation is continued in the relations between the different Offices participating in the transportation until the article reaches the delivering Office.

However, if the charges due for the further conveyance of a reforwarded article are paid at the moment of reforwarding, the article is treated as if it had been addressed direct by the reforwarding country to the country of destination, and is delivered to the addressee without charge.

3. A letter or box with declared value whose addressee has gone to a country not participating in the present Arrangement is immediately returned to the country of origin as undeliverable, for return to the sender, unless the Administration of the country of the first destination is prepared to reforward the article to the addressee.

4. Articles with declared value, which have become undeliverable for any reason whatever, must be reciprocally returned, through the intermediary of the respective exchange post-offices, as soon as possible, and at the latest, within the period fixed by the Regulations for the execution of the Universal Postal Convention. A record is made of such articles by having them entered on Form C as "undeliverable articles" in the column of "Observations," and they are comprised in the package entitled "Declared values."

5. If undeliverable boxes with declared value, or boxes reforwarded to another country owing to a change of residence of the addressee, are liable to additional charges for verification, which can not be paid when the reforwarding takes place, the amount of these charges is placed to the debit of the corresponding Office in column 9 of the bill of dispatch, and the nature of the charges to be recovered from the addressee or from the sender (stamp duty, charge for testing, etc.) is briefly indicated in column 10.

XI.

Until the contrary is proved, the Administration which has transmitted a letter or a box containing declared values to another Administration is freed from all responsibility regarding these values, unless the post-office of exchange to which the letter or box has been delivered has transmitted, by the next mail, to the dispatching Administration, a statement reporting the absence or alteration either of the entire package of declared values or of the letter or box itself.

XII.

As regards inquiries for letters and boxes with declared value which have not reached destination, the Administrations conform to the provisions of Article XXVIII of the Regulations for the execution of the Universal Postal Convention concerning inquiries for registered articles.

XIII.

The charges due to each participating Office (in conformity with section 1 of Article 4 of the Arrangement) for territorial or maritime transit of letters with declared value are calculated in the manner determined by Articles XXXI and XXXII of the Regulations for the execution of the Universal Postal Convention.

XIV.

1. Each Administration causes to be prepared, monthly, by each of its exchange post-offices, and for all the articles received from the exchange post offices of one and the same Office, a statement conforming to Form D annexed to the present regulations, showing the sums entered on each bill of dispatch, either to its credit, for its own part and for that of each of the Administrations interested in the charges for conveyance (boxes only) and in the insurance fees charged by the dispatching Office, or to its debit, for the part due to the intermediary Offices, in case of reforwarding or undeliverableness, and for the postal charges and expenses of verification, to be recovered from the addressees or from the senders.

2. The Statements D are then recapitulated by the same Administration in an account conforming to Form E, likewise annexed to the present Regulations.

3. This account, accompanied by the individual statements (Form D), the bills of dispatch, and any Bulletins of Verification relating thereto, is submitted to the corresponding Office for its examination, in the course of the month following the one to which it relates.

The result of this examination is communicated to the Office which has prepared the monthly account within the period of one month at the latest from the date of the receipt of said account.

4. The monthly accounts, after having been mutually verified and accepted, are condensed in a general annual account by the creditor Administration, unless another arrangement is made between the Offices interested.

The annual account must be prepared and transmitted to the corresponding Office, at the latest, in the course of the first half of the third month of the year following; and the last-mentioned Office must return the account, accepted or with observations, within the period of one month, at the latest, after its receipt.

5. Unless there is another arrangement between the Offices interested the payment of the amount due on the annual account must be effected without any expense to the creditor Administration, at the latest, one month after said account has been fixed by the mutual consent of the two Administrations interested.

XV.

1. The Administrations communicate to each other through the intermediary of the International Bureau, and at least three months before the present Arrangement is put into execution—

First. The rates of insurance applicable in their service to letters and boxes with declared value for each of the contracting countries in conformity with Article 5 of the Arrangement and Article 1 of the present Regulations.

Second. An impression of the special stamp used in their service for declared values.

Third. The maximum of declared values admitted by them in application of the first Article of the present Arrangement.

2. Any modification made subsequently with regard to one or the other of these three points must be notified in the same manner without delay.

XVI.

1. In the interval which elapses between the meetings contemplated by Article 25 of the Universal Postal Convention the Administration of any country of the Union has the right to address to the other participating Administrations, through the intermediary of the International Bureau, propositions for the modification or interpretation of the present Regulations.

2. Every proposition is subject to the mode of procedure determined by Article XLI of the Regulations for the execution of the Universal Postal Convention.

3. To become binding the propositions must obtain—

First. Unanimity of votes if they relate to the addition of new provisions, or the modification of the present Article or of Article XVII.

Second. Two-thirds of the votes, if they relate to the modification of Articles II, III, VI, VII, VIII, IX, XI, and XIII.

Third. Simply an absolute majority, if they relate to the modification of other Articles, or to the interpretation of the various provisions of the present Regulations, except in the case of arbitration contemplated in Article 23 of the Universal Postal Convention.

4. The resolutions adopted in due form are made binding by a simple notification from the International Bureau to all the Administrations of the Union.

5. No modification or resolution adopted is binding until at least three months after its notification.

XVII.

The present Regulations shall be put into execution on the day on which the Arrangement comes into force. They shall have the same duration as that Arrangement, unless they be renewed by mutual agreement between the parties interested.

Done at Washington the 15th of June, 1897.

[Here follow the signatures.]

ANNEXES.

A.

.....
 Dispatching Office
 of the
 present Table.

.....
 Office of destination
 of the
 present Table.

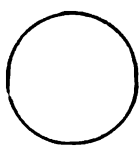
Exchange of letters and boxes with declared value between nonadjacent countries.

Table showing the conditions on which there may be transmitted in open-mail to the Post-office of by the Post-office of articles containing declared values destined for those countries participating in the Arrangement, in the relations with which the first Office is prepared to serve as intermediary to the second.

Country of destination.	Routes of transmission.	Designation of the intermediary countries and the maritime services which involve special remuneration with guarantee.	Total charges for conveyance of boxes to be paid to.....	Total insurance fees on letters and boxes to be paid to.....	Observations.
1.	2.	3.	4.	5.	6.

B.

Customs Declaration.

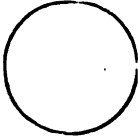
Designation of contents.	Value of contents.	Weight.		Observations.
		Gross weight of the box.	Net weight of the contents.	
1.	2.	3.	4.	5.
		Grams.	Grams.	Reproduce here the impression of the seals. 

At the, 189-.

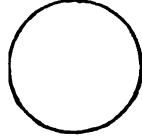
The sender.

C.

(Front.)

Postal Administration
ofCorrespondence with the
Office ofStamp of the dis-
patching office.Stamp of the office of
destination.

*Bill of dispatch of letters and boxes with declared value
dispatched by the exchange office of to
the exchange office of*



Dispatched [...th mail] from, 189..., at o'clock.
Arrived the, 189..., at o'clock.

Number of order.	Office of origin.	Names of addressees.	Places of destination.	Weight of each letter or box.	Amount of the declared values.		Charges for conveyance to be paid for the boxes to the office of destination.		Insurance fees to be paid on letters and boxes to the office of destination.		Charges for conveyance [boxes] and insurance fees [letters and boxes] to be recovered by the dispatching office.		Observations.
					6.	7.	7.	8.	8.	9.	10.		
1.....				carried :	Fr.	Cms.	Fr.	Cms.	Fr.	Cms.	Fr.	Cms.	
2.....													
3.....													
4.....													
5.....													
6.....													
7.....													

The employees of the dispatching office:

The employees of the office of destination:

C.

(Back.)

Number of order.	Office of origin.	Names of addressees.	Places of destination.	Weight of each letter or box.	Amount of the declared values.		Charges for conveyance to be paid for the boxes to the office of destination.		Insurance fees to be paid on letters and boxes to the office of destination.		Charges for conveyance [boxes] and insurance fees [letters and boxes] to be recovered by the dispatching office.		Observations.
					6.	7.	7.	8.	8.	9.	10.		
1.	2.	3.	4.	5.									
8....		Brought forward.....			Fr.	Cms.	Fr.	Cms.	Fr.	Cms.	Fr.	Cms.	
9....													
10....													
11....													
12....													
Totals:													

The employees of the dispatching office:

The employees of the office of destination:

D.

Postal Administration
of

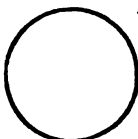
Correspondence with the
Office of

Monthly statement showing the sums which the Postal Administration of and the Postal Administration of owe each other, for charges on letters and boxes with declared value delivered by the exchange offices subordinate to the first Administration to the exchange office of

Month of, 189..

Dates of bills of dispatch.	1. Credit of the office of destination. [Columns 7 and 8 of Form C.]						2. Credit of the dispatching office. [Column 9 of Form C.]						Observations.
	Mail from the office of.....	Mail from the office of.....	Mail from the office of.....	Mail from the office of.....	Mail from the office of.....	Mail from the office of.....	Mail from the office of.....	Mail from the office of.....	Mail from the office of.....	Mail from the office of.....	Mail from the office of.....		
1.....	fr.	cms.	fr.	cms.	fr.	cms.	fr.	cms.	fr.	cms.	fr.	cms.	
2.....													
3.....													
4.....													
5, and to 31.....													
Totals per cor- responding offices.....													
General total of each credit...													
Difference in favor of the office of desti- nation.....													

Stamp of the ex-
change office of
destination.



The chief of the exchange office of destination:

E.

Postal Administration
of

Correspondence with the
Office of

Account recapitulating the monthly statements of the bills of dispatch of declared value addressed by the post-offices of exchange of to the post-offices of exchange of

Month of, 189..

Number of order.	Designation of the exchange post-offices of destination.	Amount of the sums due, according to the monthly statements, to the office of destination.		Number of order.	Designation of the exchange post-offices of destination.	Amount of the sums due, according to the monthly statements, to the office of destination.	
1.....				19.....	Brought forward..		
2.....				20.....			
3.....				21.....			
4.....				22.....			
5, etc.....				23, etc.....			
	Carried forward...				General total... ..		

ARRANGEMENT CONCERNING THE MONEY-ORDER SERVICE CONCLUDED BETWEEN GERMANY AND THE GERMAN PROTECTORATES, THE GREATER REPUBLIC OF CENTRAL AMERICA, THE ARGENTINE REPUBLIC, AUSTRIA-HUNGARY, BELGIUM, BOSNIA-HERZEGOVINA, BRAZIL, BULGARIA, CHILE, DENMARK, THE DANISH COLONIES, THE DOMINICAN REPUBLIC, EGYPT, FRANCE, GREECE, GUATEMALA, ITALY, JAPAN, LIBERIA, LUXEMBURG, NORWAY, THE NETHERLANDS, THE NETHERLANDS COLONIES, PORTUGAL, THE PORTUGUESE COLONIES, ROUMANIA, SERBIA, SIAM, SWEDEN, SWITZERLAND, TUNIS, TURKEY, URUGUAY.

ARTICLE FIRST.

The exchange of sums of money by mail and by means of money orders between those contracting countries whose Administrations agree to establish this service is governed by the provisions of the present Arrangement.

ARTICLE 2.

1. In principle the amount of the money orders must be paid by the remitters and to the payees in coin; but each Administration has the liberty to receive and to employ for this purpose any paper money which is legal tender in its country, with the proviso that account is taken of any fluctuation in the value of said money.

2. No money order may exceed the sum of 1,000 francs coin, or an approximative sum in the respective money of each country.

However, the Administrations which can not, for the present, admit the sum of 1,000 francs as the maximum, have the liberty to fix it at 500 francs, or at an approximate sum in the money of each country.

3. Unless there be an arrangement to the contrary between the Administrations interested, the amount of each money order is expressed in the coin of the country in which payment is to be made. For this purpose the Administration of the country of origin determines the rate according to which its money is to be converted into the coin of the country of destination.

The Administration of the country of origin likewise determines, if necessary, the rate of exchange according to which the remitter is to pay for the amount of the money order when that country and the country of destination have the same monetary system.

4. Each of the contracting countries has the right to declare transferable by indorsement, within its territory, the ownership of money orders originating in another one of these countries.

ARTICLE 3.

1. The general fee to be paid by the remitter for each sum of money transmitted in virtue of the preceding Article is fixed, in coin value for the first 100 francs at 25 centimes (5 cents) per 25 francs (\$5—\$4.82 exact) or fraction of 25 francs, and for all sums beyond the first 100 francs, at 25 centimes per 50 francs or fraction of 50 francs, or at the equivalent in the respective money, with the liberty to round off the fractions.

Official money orders relating to the postal service and exchanged between the Postal Administrations or between the post-offices subordinate to these Administrations, are exempt from all fees.

2. The Administration which has issued the money orders refunds to the Administration which has paid them a charge of one-half per cent on the first 100 francs, and one-fourth per cent on sums exceeding 100 francs, deducting the official money orders.

3. The money orders exchanged, through the intermediary of one of the countries participating in the Arrangement, between another one of these countries and a country not participating in the Arrangement, may be subjected, for the benefit of the intermediary office, to a supplementary charge, previously deducted from the amount of the money order, and representing the share of the nonparticipating country.

4. The money orders and the receipts given on these money orders, as well as the receipts given to the remitters, can not be subjected at the charge of the remitters or payees of the orders to any charge or fee over and above the fee levied in virtue

of Section 1 of the present Article, except, however, the charge for payment of the money order at the residence of the payee, and the supplementary charge contemplated by section 3, preceding.

5. The remitter of a money order may obtain a notice of the payment of the order by paying in advance a fee, which goes entirely to the Administration of the country of origin, equal to that which is levied in that country for return receipts for registered articles.

6. The remitter of a money order may cause it to be withdrawn from the service or have its address changed as long as the order has not been delivered to the payee, on the conditions and subject to the reservations determined for ordinary articles of correspondence by Article 9 of the Universal Postal Convention.

7. The remitter may likewise request the payment of the money at the residence, by special messenger, immediately upon the arrival of the money order, on the conditions fixed by Article 13 of the Universal Postal Convention.

8. There is, however, reserved to the Office of the country of destination the liberty to cause to be delivered, by special messenger, instead of the money, a notice of the arrival of the money order, or the money order itself, if its domestic regulations require it.

ARTICLE 4.

1. Money orders may be transmitted by telegraph in the relations between the Offices whose countries are connected by a Government telegraph, or which consent to employ the telegraph service for that purpose. These orders are termed telegraphic money orders.

2. Telegraphic money orders may, like ordinary telegrams, and on the same conditions, be subjected to the formalities of urgency, paid reply, repetition, and acknowledgment of receipt, as well as to the formalities of transmission by mail or delivery by special messenger, if destined for a locality not served by international telegraphs. They may, moreover, give rise to requests for a notice of payment to be delivered and forwarded by mail. The remitters of telegraphic money orders may add, on the regular money-order blank, communications for the payee, provided they pay the amount due for telegrams, according to the established rates.

3. The remitter of a telegraphic money order must pay:

(a) The ordinary money-order fee, and if notice of payment is requested, the fixed charge for such notice.

(b) The charge for the telegram.

4. Telegraphic money orders are not subject to any charges other than those contemplated by the present Article, or those which may be levied in conformity with the international telegraph regulations.

ARTICLE 5.

1. Owing to a change of residence of the payee, ordinary money orders may be reforwarded from one of the countries participating in this Arrangement to another of these countries. If the country of the new destination has another monetary system than the country of the first destination, the amount of the money order is converted into the money of the first mentioned of these countries by the reforwarding post-office, according to the rates agreed upon for money orders destined for that country and originating in the country of the first destination. No additional charge is levied for reforwarding, but the country of the new destination appropriates to itself in every case the quota of the charge which would have come to it if the money order had been originally addressed to it, even in the cases where, pursuant to a special arrangement concluded between the country of origin and the country of the first destination, the charge actually levied is less than the charge contemplated by Article 3 of the present Arrangement.

2. Telegraphic money orders may be reforwarded to a new destination on the same conditions as ordinary money orders. Unless there be a contrary agreement between the Administrations interested, the reforwarding of telegraphic money orders is always effected by mail.

ARTICLE 6.

1. The Postal Administrations of the contracting countries prepare, at periods fixed by the regulations, the accounts in which are recapitulated all the sums paid by their respective post-offices; and these accounts, after having been mutually examined and approved, are paid—unless there be an arrangement to the contrary—in gold money of the creditor country, by the Administration which has been recognized as indebted to the other, within the period fixed by the same regulations.

2. For this purpose, and unless there be another arrangement, when the money orders have been paid in different money, the smaller credit is converted into the same money as the larger credit at par of the gold coins of the two countries.

3. In case of nonpayment of an account within the prescribed period, the amount of the account draws interest, dating from the day on which that period expires till the day when payment is made. Interest is calculated at the rate of 5 per cent per annum and placed to the debit of the dilatory Administration in the next account.

ARTICLE 7.

1. The sums converted into money orders are guaranteed to the remitters up to the moment when they have been duly paid to the payees, or to the persons authorized thereto by the payees.

2. The sums received by each Administration in exchange for money orders not claimed by the persons entitled thereto within the time specified by the laws or regulations of the country of origin, belong definitely to the Administration which has issued these money orders.

3. It is, however, understood that a complaint concerning the payment of a money order to an unauthorized person is only admitted within one year from the day of expiration of the normal validity of the money order; after this period has passed, the Administrations cease to be responsible for erroneous payments.

ARTICLE 8.

The stipulations of the present Arrangement do not interfere with the right of the contracting parties to maintain and conclude special arrangements, and to establish more restricted unions with the view to improve the international money-order service.

ARTICLE 9.

Each Administration may, in extraordinary circumstances which are of such a nature as to justify the measure, temporarily suspend the international money-order service, either entirely or in part, on condition that immediate notice thereof be given, if necessary by telegraph, to the Administration or Administrations interested.

ARTICLE 10.

The countries of the Union which have not taken part in the present Arrangement may be admitted to adhere thereto at their request, and in the form prescribed by Article 24 of the Universal Postal Convention as regards adhesions to the Universal Postal Union.

ARTICLE 11.

The Postal Administrations of the contracting countries designate, each one for its territory, the post-offices which are to issue and pay money orders in virtue of the preceding Articles. They regulate the form and mode of transmission of money orders, the form of the accounts designated by Article 6, and any other measure of detail and order necessary to assure the execution of the present Arrangement.

ARTICLE 12.

1. In the interval which elapses between the meetings contemplated by Article 25 of the Universal Postal Convention, any Postal Administration of one of the contracting countries has the right to address to the other Administrations participating in this Arrangement propositions concerning the money-order service.

In order to be brought under deliberation, each proposition must be supported by at least two Administrations, not counting the one from which the proposition emanates. When the International Bureau does not receive, at the same time as the proposition, the necessary number of declarations of support, no notice is taken of the proposition.

2. Every proposition is subject to the following procedure, determined by Section 2 of Article 26 of the Universal Postal Convention:

3. In order to become binding the propositions must obtain as follows:

First. Unanimity of votes, if they involve the addition of new provisions or a modification of the provisions of the present Article and of Articles 1, 2, 3, 4, 6, and 13.

Second. Two-thirds of the votes, if they involve the modification of provisions other than those of the Articles indicated above.

Third. Simply an absolute majority, if they affect the interpretation of the provisions of the present Arrangement, except in the case of arbitration contemplated by Article 23 of the Universal Postal Convention.

4. The binding decisions are sanctioned in the first two cases by a diplomatic declaration, and in the third case by an administrative notification according to the form indicated by Article 26 of the Universal Postal Convention.

5. No modification or resolution is binding until at least three months after its notification.

ARTICLE 13.

1. The present Arrangement shall be put into execution on the 1st of January 1899.

2. It shall have the same duration as the Universal Postal Convention, without prejudice to the right reserved to each country to withdraw from this Arrangement by means of a notice given one year in advance by its Government to the Government of the Swiss Confederation.

3. From the date on which the present Arrangement takes effect, all the provisions previously agreed upon by the various Governments or Administrations of the contracting parties, as far as they can not be reconciled with the terms of the present Arrangement, are abrogated, without prejudice, however, to the rights reserved by Article 8.

4. The present Arrangement shall be ratified as soon as possible. The acts of ratification shall be exchanged at Washington.

Done at Washington, the 15th of June, 1897.

[Here follow the signatures.]

REGULATIONS OF DETAIL AND ORDER FOR THE EXECUTION OF THE ARRANGEMENT CONCERNING THE MONEY-ORDER SERVICE CONCLUDED BETWEEN GERMANY AND THE GERMAN PROTECTORATES, THE GREATER REPUBLIC OF CENTRAL AMERICA, ETC.

I.

A receipt or certificate of issue relative to the sums for which an international money order has been issued must be handed, free of charge, to the remitter, in the form adopted by each Administration.

II.

1. International money orders are made out on a blank conforming or analogous to the Form A annexed to the present Regulations.

2. Money-order blanks not printed in the French language must bear an interlinear translation in that language, and the manuscript entries called for by their text must be made in Arabic figures and in Roman characters without erasures or corrections, even if they are approved.

3. It is forbidden to make on money orders other annotations than those called for by the text of the blank. On the contrary, the remitter has the right to add on the coupon any communications destined for the payee of the money order.

4. Official money orders must bear at the head the word "official," and the coupon must mention the subject for which these money orders were paid.

III.

1. Telegraphic money orders are made out by the post-office at which the money has been paid in, and are addressed to the post-office which is to make payment.

2. Telegraphic money orders are worded as follows:

Possible indications (written and in full, or using the abbreviations authorized in the telegraphic service).

Money order (Number of issue.)

Post-office (Name of the post-office of destination.)

(Notice of payment if necessary.)

(Name of remitter) pays (amount of the sum transmitted expressed in figures, and all in writing in the money of the country of destination).

For

(Exact designation of the addressee, his or her place of residence, name of street, and number of house.)

The above indications must always be given in the telegraphic money orders in the above order.

When telegraphic money orders are issued by post-offices in places which have no telegraph service, the place of issue of these money orders must be indicated in the telegrams immediately after the number of issue in the following manner: "Money order from"

In the same way, telegraphic money orders originating in places having several post-offices must bear the precise designation of the post-office of origin whenever it has no telegraph service.

3. The various Offices have the liberty, as regards their respective services, to authorize the telegraph offices in places having one or more post-offices to receive from the remitter and to pay at the place of destination the amount of the telegraphic money orders.

4. Partial repetition is obligatory (repetition from post-office to post-office of the proper names and numbers).

5. The dispatching post-office addresses in an envelope, by way of confirmation, and by the very next mail, to the post-office of destination, a copy or a notice of issue of the telegraphic money order, conforming or analogous to Form B annexed to the present Regulations. This copy is attached by the last-mentioned post-office to the original telegram, showing the signature of the payee.

IV.

1. Money orders are transmitted open.

2. The money orders comprised in each mail are put up in a single package, after subdividing them in as many bundles as there are countries of destination, and inserted, by the exchange offices, in envelope containing the Letter Bill which accompanies the mail.

V.

1. When a money order is subjected to the reforwarding process mentioned in Article 5 of the Arrangement, and when the country of the first destination and the country of the new destination have different monetary systems, the reforwarding post-office crosses out by a stroke of the pen the indications of the amount of the money order, including the upper indication in the column "good for," in such a manner, however, as to allow the original entries to be recognized. After having converted the amount of the money order into the money of the country of the new destination, said post-office enters the amount resulting from this conversion all in writing and in a convenient place in the money-order blank, but as far as possible immediately above the original indication of the amount in words. The new entry made on the money order is signed by the postal official. This same method must be followed in case of subsequent reforwarding.

2. Telegraphic money orders may be reforwarded to a new destination on the same conditions as ordinary money orders [Article 5, section 2, of the Arrangement]. In this case they must be accompanied by a confirmative order.

3. The requests for reforwarding or for return are recorded by the first post-office of destination, and, if necessary, by subsequent post-offices of destination. The post-office which effects the reforwarding of a money order under the conditions given above advises the post-office of issue thereof.

VI.

The provisions of Article 13 of the Universal Postal Convention and of Article XXIX of the Regulations of detail and order for the execution of the Universal Postal Convention are applicable, respectively, in cases of request for delivery by special messenger, or for withdrawal or change of address of a money order.

However, the exact reproduction of the written annotations on the coupon is not required for the facsimile of the money order.

VII.

1. Money orders whose payment can not be effected for one of the following reasons:

First. Inexact, insufficient, or doubtful indication of the name or residence of the payees;

Second. Differences in or omission of names or sums;

Third. Erasures or alterations in the entries;

Fourth. Omission of stamps, signatures, or other indications of the service;

Fifth. Indication of the amount to be paid in a money order other than that of the country of destination, or other than that admitted by the corresponding Administrations;

Sixth. Use of forms not in accordance with the Regulations, must be corrected by the Administrations which issued them.

2. To effect this, those money orders are returned under official registration as soon as possible, to the Office of origin by the Office of destination, unless it becomes necessary to apply the provisions of Section 4 following. The two Administrations concerned must be advised of such return, and of what has been done, in case the irregularities in question are imputable to the postal service.

3. Telegraphic money orders whose payment can not be effected owing to an insufficient or incorrect address, give rise to the transmission to the Office of origin of an official notice indicating the cause of nonpayment. The Office of origin verifies the exactness of the address. If this address has been altered, it corrects it on the spot by an official notice. In the contrary case it notifies the remitter, who is allowed to correct or complete the address by an official notice for which a charge is made.

When payment is suspended for some other cause, especially owing to the omission of one or several formalities prescribed by Article III preceding, and if the payee is not benefited by the facilities offered by the provisions of Sections 4 and 6 of the present article, the matter is arranged in the form prescribed for ordinary money orders forwarded by mail. The same course is followed as regards telegraphic money orders whose address, insufficient or incorrect, has not been corrected, within the prescribed period, by means of an official notice.

4. If the payee of an irregular money order, ordinary or telegraphic, desires it and offers to pay all expenses, the irregularities which prevent the payment of this money order may be removed by telegraph, by means of an official notice for which there is a charge. The money order is, in that case, retained by the office of destination, which makes the necessary correction, upon the receipt of the correcting telegram emanating from the office of origin, and attaches this telegram to the corrected money order.

5. Telegraphic money orders of which only the confirmatory letter has reached destination, while the telegram has not been received, must not be paid upon the simple presentation of the first mentioned of these documents. Above everything else, the telegram must be demanded.

6. In cases where correcting telegrams have been caused by an error attributable to the service, the charge for these telegrams must be refunded to the proper person.

7. Money orders (ordinary or telegraphic) which have been refused, as well as those whose payees are unknown or have left without giving their address, are returned immediately, under official registration, by the office of destination to the office of origin, after the stamp has been impressed or the label has been attached, whose use is prescribed by Article XXVI, Section 4, of the Regulations of execution of the Universal Postal Convention.

Telegraphic money orders which have been returned for some cause must be accompanied by the advice of issue relating thereto.

VIII.

1. Money orders remain valid until the expiration of the second month following the month during which they were issued. This period is extended to six months in the relations of countries outside of Europe, or in the relations of these countries among themselves, unless a different arrangement is concluded between the Offices interested.

2. After this period has expired, money orders can be paid only upon an authorization by the issuing Administration, at the request of the Administration to which the post-office of destination is subordinate.

3. This authorization must be written on the money order itself, and gives to the money order a new period of validity equal to that provided by Section 1 of the present Article.

4. Money orders whose payment has not been claimed within the prescribed limit of time are returned immediately after the expiration of the period of validity, by the Administration which is its depositary to the Administration of the country of origin.

IX.

1. Money orders which have not been paid to the payees are refunded to the remitters as soon as the Administration of the country of origin has recovered possession of these money orders.

In case of telegraphic money orders the Administration of the country of origin must be in possession both of the money order and the advice.

2. Money orders which have been mislaid, lost, or destroyed may be replaced, at the request of the remitter or the payee, by authorization of payment issued by the Administration of the country of origin, after it has ascertained, in conjunction with the Administration of the country of destination, that the money order has neither been paid nor refunded. No special charge is made for such an authorization.

3. When the repayment of a mislaid, lost, or destroyed money order is requested by the remitter, he must produce, in support of his request, his receipt and certificate of issue.

The Administration of the country of origin grants repayment after it has made sure that the Administration of the country of destination has not paid or will not pay the money order.

X.

1. The payment of money orders is governed by the provisions in force in the domestic service of the country of destination, upon which rests the responsibility for payment to the wrong payee.

2. In order to get rid of this responsibility regarding any money order paid by it, the Administration of the country of destination must be prepared to show:

First. That its regulations furnish all the necessary guarantees for establishing the identity of the payee;

Second. That payment of the money order has been made in accordance with the stipulations of the Regulations.

XI.

1. When the remitter of an ordinary money order requests a notice of payment of that order, the post-office of origin attaches to the money order a postage stamp representing the charge levied for such a notice. It cancels this postage stamp by writing across it very distinctly the words: "*avis de paiement*" (notice of payment).

2. If the money order is a telegraphic one, the postage stamp representing the charge due is attached to the copy or the certificate of issue.

3. The paying post-office transmits, under official registration, on the day of payment, to the post-office of origin a notice conforming or analogous to Form C, annexed to the present Regulations, which that office delivers to the remitter.

When, subsequent to the issuing of a money order, the remitter requests a notice of payment of the money order, this notice is prepared on a form conforming with or analogous to the Form C attached to the present Regulations and transmitted on the conditions indicated in Article XIII of the Regulations of the Universal Postal Convention. The charge of 25 centimes, at the most, provided in Article 3 of the Arrangement may be applied, and the claimant may pay it in postage stamps.

XII.

1. Every Administration prepares at the end of each month for each of the other Administrations a special account, conforming to Form D, annexed to the present Regulations, in which are recapitulated, as far as possible in chronological order, classified in the alphabetical order of the names of the post offices of issue, all the money orders paid by its own post offices on account of the other Office during the preceding month.

2. It likewise enters in this account the amount of the charges due to it, in virtue of Section 2 of Article 3 of the Arrangement, on money orders paid by its post-offices.

This payment is made on the totals of the account of money orders paid, no account being taken of the official money orders.

3. The special account, accompanied by the paid and receipted money orders, is transmitted to the corresponding Administration as soon as possible, and at the latest at the end of the month following the one to which the account relates.

4. If there are no paid money orders, a special blank account is transmitted to the corresponding Administration.

XIII.

1. Two weeks, at the latest, after the verification and acceptance of the reciprocal accounts, the balance is entered in a general account, which is prepared by the creditor Administration (unless there be another arrangement between the offices interested), conforming, as regards the conversion of money, to Section 2 of Article 6 of this Arrangement.

2. The general account must be completed within two months after the expiration of the month to which it relates. This period is extended to four months in the relations with countries outside of Europe and in the relations between those countries. However, the Administrations may come to an agreement to prepare the general account quarterly, half yearly, or yearly.

3. Unless there be a contrary arrangement, the difference forming the balance of the account is paid by drafts payable on sight, or short-dated drafts, on the capital or a commercial place of the creditor country, in gold of that country, and without involving any loss to that country, the expenses connected with the cashing of the draft being charged to the debtor office.

4. This payment must be made, at the latest, two weeks after the general account has been mutually accepted. Any Administration which habitually finds a sum exceeding 50,000 francs due to it from another Administration has the right to claim, even before the account is closed, a remittance or provisional payment up to three-fourths of its claim. A request for remittance must be complied with within one week.

XIV.

1. The Administrations of the contracting countries must communicate to each other through the intermediary of the International Bureau, and at least three months before this Arrangement is put into execution, the following, viz:

First. The maximum amount adopted by them for the exchange of money orders, in virtue of Article 2, section 2, of this Arrangement;

Second. The tariff of rates and, if necessary, the rates of monetary conversion or the rate of exchange which they apply in execution of Article 2 of this Arrangement;

Third. The list of their post-offices which have been authorized to issue and pay international money orders, or a notice that all their post-offices participate in this service;

Fourth. A copy of the money-order blank which they use;

Fifth. The orthography of the numerals from 1 to 500, as the case may be, which must be written out at length in their language on the money orders issued by them;

Sixth. The duration of the periods after the expiration of which their legislation definitely turns over to the Government the amount of the money orders whose payment has not been claimed by the payees;

Seventh. If necessary, a notice of their participation in the exchange of telegraphic money orders;

Eighth. A list of the countries with which they exchange money orders on the basis of this Arrangement.

2. Any subsequent modification of one or the other of the above-mentioned eight points must be notified, without delay, in the same manner.

XV.

1. In the interval which elapses between the meetings contemplated by Article 25 of the Universal Postal Convention, the Postal Administration of any of the contracting countries has the right to address to the other participating Administrations, through the intermediary of the International Bureau, propositions in regard to the stipulations of the present Regulations.

2. Every proposition is subject to the mode of procedure determined by Article XLI of the Regulations of detail and order for the execution of the Universal Postal Convention.

3. To become binding the propositions must obtain:

First. Unanimity of votes if they relate to the addition of new provisions or to the modification of the provisions of the present Article and of Articles II, X, and XVI of the present Regulations;

Second. Two-thirds of the votes if they relate to the modification of the provisions of Articles I, III, IV, V, VI, IX, and XI;

Third. Simply an absolute majority if they relate to the modification of other Articles, or to the interpretation of the various provisions of the present Regulations, except in the case of arbitration contemplated by Article 23 of the Universal Postal Convention.

4. The resolutions adopted in due form are made binding by a simple notification from the International Bureau to all the Administrations of the Union participating in this Arrangement.

5. No modification or resolution is binding until at least three months after its notification.

XVI.

1. The present Regulations shall be put into execution on the same day as the Arrangement to which they relate.

2. They shall have the same duration as that Arrangement, unless they be renewed by mutual agreement between the parties interested.

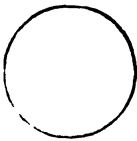
Done at Washington, the 15th of June, 1897.

[Here follow the signatures.]

ANNEXES.

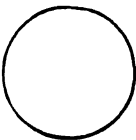
A.

(Front.)

[May be detached by the payee.] Coupon. Amount of the money order in figures.	Postal Administration of	Rate of exchange: Amount paid: *	
	International money order for the sum of (In Arabic figures.)		
Designation of the remitter.	[All in writing and in Roman characters.] Payable to M..... Place of destination: Address of payee: Country of destination:	Stamp of the office of origin. 	
	Official particulars. } Number of issue: } Date of issue: } Dispatching office: Signature of the postal employee who has made out the money order:	Good for or [Money of the country of origin.]	
			The, 189...

* To be filled out by the office of destination, when it makes the conversion, or when it uses, for its payments, paper money having less value than the metallic money.
(Arrangement, Article 2.)

Record of arrival. No.

Stamp of the paying office.


Receipt of the payee.
.....
Received the sum indicated on the other side.
Place:
The, 189...
Signature of the payee:
.....

A.
(Back.)
[Place reserved for indorsements.]

B.

Postal Administration
of.....

Notice of issue.

Copy of a telegraphic money order issued at the
office of....., the.....
for the office of [Country.]

Name of remitter.	Number of money order.	Name, given names, profession or occupation, and residence of payee.	Amount of money order.

At....., the, 189..

The..... of Posts.

[Signature.]

Stamp of the office of origin.

Stamp of the office of destination.

C.

Postal Administration of.....

No. of record.

Notice of payment of a money order.

The undersigned declares that the sum of, the amount of the money order No., issued by the office of, addressed to Mr., has been duly paid.

Stamp of the paying office.

The 18..

The of Posts.

Signature

1

¹ This notice must be signed by the paying office, then placed in an envelope and transmitted, under registration, by the first mail to the office of origin of the money order to which it relates.

D.

Administration of Posts
of Switzerland.Year 1899.
Month of February.

No. of order of money orders paid.	Num- bers of money orders above 100 francs.	Date of issue.		Post-offices which issued the money orders.	Num- ber of issue.	Money orders on which there is a charge.		Official money orders.	Amount of the debt of the Bel- gian Ad- ministra- tion.
		Year.	Month.			Up to 100 francs.	Exceeding 100 francs.		
						<i>frs. cts.</i>	<i>frs. cts.</i>	<i>frs. cts.</i>	<i>frs. cts.</i>
1		1899	January	Arion	825	99 50			
2	1		February	do	831		165		
3			do	do	899	46 50			
4	2		January	Bruges	1293		309		
5			do	do	1512	83 40			
6	3		February	do	1699		561		
7			do	do	1708			215	
8	4		do	Charleroi	240		612		
9			January	Malines	286	45			
10, etc									
Money orders on which there is a charge						274 50	1,578		1,852 80
Charge of $\frac{1}{2}$ % on the total of money orders up to 100 francs on which there is a charge									1 37
Charge of $\frac{1}{2}$ % on the first 100 francs of the above 4 money orders, i. e., on							400		2
Charge of $\frac{1}{2}$ % on the remainder, i. e., on							1,178		2 94
Official money orders								215	215
Grand total of amounts due by the Office of Belgium to the Swiss Office									2,074 11

The present account is certified for the month of, 1899, in conformity with the money
orders from the offices of attached hereto.

Done at, the, 1899.

The Chief of,
.....

CONVENTION CONCERNING THE EXCHANGE OF POSTAL PARCELS CONCLUDED BETWEEN GERMANY AND THE GERMAN PROTECTORATES, THE GREATER REPUBLIC OF CENTRAL AMERICA, THE ARGENTINE REPUBLIC, AUSTRIA-HUNGARY, BELGIUM, BOSNIA-HERZEGOVINA, BRAZIL, BULGARIA, CHILE, REPUBLIC OF COLOMBIA, DENMARK, THE DANISH COLONIES, THE DOMINICAN REPUBLIC, EGYPT, SPAIN, FRANCE, THE FRENCH COLONIES, GREECE, GUATEMALA, BRITISH INDIA, ITALY, LIBERIA, LUXEMBURG, MONTENEGRO, NORWAY, THE NETHERLANDS, THE NETHERLANDS COLONIES, PORTUGAL, THE PORTUGUESE COLONIES, ROUMANIA, RUSSIA, SERBIA, SIAM, SWEDEN, SWITZERLAND, TUNIS, TURKEY, URUGUAY, AND VENEZUELA.

ARTICLE FIRST.

1. Parcels with or without declared value may be forwarded, under the denomination of "postal parcels," from one of the above-mentioned countries to another, up to the weight of 5 kilograms (11 pounds). Trade charges may be marked and collected on these parcels in the relations between the countries whose Administrations agree to introduce this service.

By way of exception, each country is at liberty to decline to exchange parcels with declared value or cumbersome parcels.

Each country fixes, as far as it is concerned, the maximum limit of the declared value and of the trade charge, which can not be less than 500 francs.

In the relations between two or several countries which have adopted different maximum limits, the lower limit should be reciprocally observed. However, as regards trade charges, this obligation is confined to the countries of dispatch and arrival.

2. The Postal Administrations of corresponding countries may agree to admit parcels exceeding 5 kilograms in weight, on the basis of the provisions of the Convention, subject to an increase of the rates and the payment of an indemnity in cases of loss, rifling, or damage.

3. The Regulations for the execution of this Convention determine the other conditions on which parcels are allowed to circulate, and define more especially the parcels which should be considered cumbersome.

ARTICLE 2.

1. Freedom of transit is guaranteed over the territory of each of the contracting countries; and the Offices which take part in the conveyance are held responsible within the limits determined by Article 13 below.

2. In the absence of any arrangement to the contrary between the Offices concerned, the conveyance of postal parcels between countries not contiguous is effected in open-mail.

ARTICLE 3.

1. The Administration of the country of origin is accountable to each of the Administrations taking part in the territorial transit for a sum of 50 centimes (10 cents) per parcel.

2. Moreover, if there be one or more sea conveyances, the Administration of the country of origin owes to each of the Offices whose services take part in the sea conveyance a maritime transit charge fixed at the following rate per parcel:

25 centimes (5 cents) for every distance not exceeding 500 nautical miles;
50 centimes (10 cents) for every distance exceeding 500 nautical miles and not exceeding 1,000 nautical miles;

1 franc (20 cents) for every distance exceeding 1,000 nautical miles and not exceeding 3,000 nautical miles;

2 francs (40 cents) for every distance exceeding 3,000 nautical miles and not exceeding 6,000 nautical miles;

3 francs (60 cents) for every distance exceeding 6,000 nautical miles.

These distances are calculated according to the average distance between the respective ports of the two corresponding countries.

3. For cumbersome parcels, the payments fixed by Sections 1 and 2 preceding are increased 50 per cent.

4. Independent of these transit charges, the Administration of the country of origin is indebted, for insurance charges for parcels with declared value, to each of the Administrations participating in the conveyance and which have subscribed to the principle of responsibility, to the amount of its share in the insurance charges fixed per 300 francs, or fraction of 300 francs, at 5 centimes for territorial transit, and at 10 centimes for maritime transit.

ARTICLE 4.

The prepayment of parcels is compulsory.

ARTICLE 5.

1. The charge on postal parcels consists of a rate comprising for each parcel as many times 50 centimes, or the equivalent in the respective currency of each country, as there are Offices taking part in the territorial transit, with the addition of the maritime transit, if there be any, contemplated by Section 2 of Article 3 preceding. The equivalents are fixed by the Regulations.

2. Cumbrous parcels are subject to an additional charge of 50 per cent, which, if necessary, is rounded off to a sum divisible by 5.

3. For parcels with declared value there is added a charge for insurance, which is equal to that levied for letters with declared value.

4. There is levied upon the sender of a parcel marked with trade charges (C. O. D.) a special charge which must not exceed 20 centimes per each 20 francs of the trade charge.

This charge is divided between the Administration of the country of origin and the Administration of the country of destination. For this purpose, the Administration of the last-mentioned country credits itself in the recapitulatory monthly account with $\frac{1}{2}$ per cent of the total amount of the trade charges. However, two Administrations may, by common consent, apply in their reciprocal relations another method of levying and dividing the special charges for parcels marked with trade charges.

5. As a temporary measure each of the contracting countries has the option of levying on the postal parcels originating in or destined for its post-offices a surcharge of 25 centimes per parcel.

Exceptionally this surcharge may be raised to a maximum of 75 centimes for the greater Republic of Central America, Argentine Republic, Brazil, Chile, Colombia, Netherlands Colonies, Russia, Siam, Sweden, Turkey in Asia, Uruguay, and Venezuela.

6. The conveyance between continental France on the one hand and Algeria and Corsica on the other also gives rise to a surtax of 25 centimes per parcel.

The Spanish Administration is at liberty to levy a surcharge of 25 centimes for the conveyance between Spain and the Balearic Islands, and of 50 centimes for the conveyance between Spain and the Canary Islands.

7. The sender of a postal parcel may obtain a return-receipt for the parcel by paying in advance a fixed minimum charge of 25 centimes. This charge goes entirely to the Administration of the country of origin.

ARTICLE 6.

The dispatching Office pays for each parcel:

(a) To the Office of destination, 50 centimes, with the addition of the surcharges, if any, contemplated by Sections 2, 5, and 6 of Article 5 preceding, of a charge of 5 centimes for each 300 francs or fraction of 300 francs of declared value, and of the charge for delivery at the residence by special messenger, provided by Article 8.

(b) Contingently, to each intermediary office, the charges fixed by Article 3.

ARTICLE 7.

The country of destination may levy upon the addressee for the delivery of the parcels and for the fulfillment of the custom-house formalities a charge the total amount of which must not exceed 25 centimes per parcel. Unless there is an arrangement between the Offices interested, this charge is levied upon the addressee at the moment when the parcel is delivered.

ARTICLE 8.

1. The parcels are, at the request of the senders, delivered at the residence by a special messenger immediately upon their arrival in those countries of the Union which have agreed to undertake this service in their reciprocal relations.

These articles, which are designated "express" (special delivery), are subject to a special charge. This charge is fixed at 50 centimes, and must be paid entirely in advance, by the sender, over and above the ordinary postage; no matter whether in the country of destination the parcel itself, or only a notice of its arrival, is delivered to the addressee by a special messenger. This charge goes to the country of destination.

2. If the parcel is destined for a place which has no post-office, the Office of destination may levy for the delivery of the parcel, or for a notice requesting the addressee to call for it, a supplementary charge, not to exceed the amount charged in the domestic service for the delivery of the parcel by special messenger, after deducting the fixed charge paid by the sender, or its equivalent, in the currency of the country which levies the supplementary charge.

3. The delivery of the parcel or of a notice of its arrival to the addressee is only attempted once. After one unsuccessful attempt, the parcel ceases to be considered as an "express" (special delivery) article, and its delivery is effected on the conditions required for ordinary parcels.

4. If a parcel of this kind is, owing to a change of residence of the addressee, reforwarded to another country without any attempt to have it delivered by special messenger, the fixed charge paid by the sender is paid to the new country of destination, if that country undertakes the special-delivery service; in the contrary case, this charge goes to the Office of the country of the first destination, the same as is done with undeliverable parcels.

ARTICLE 9.

1. The parcels to which the present Convention applies can not be subjected to any postal charge other than those contemplated by the various articles of said Convention.

2. Customs charges must be paid by the addressees of the parcels. However, in the relations between Offices which have come to an understanding regarding this matter, the senders may pay these charges, provided they make a declaration to that effect to the post-office of mailing. In that case they must eventually pay, at the request of the post-office of destination, the sums indicated by the latter.

ARTICLE 10.

1. The sender of a postal parcel can cause it to be withdrawn from the service or have its address changed, on the conditions and with the reservations determined for other articles of mail matter by Article 9 of the Universal Postal Convention; with this addition, that if the sender requests the return or the reforwarding of a parcel he is bound to guarantee beforehand the payment of the postage due for the new transmission.

2. Each Administration is authorized to limit the right of having the address changed to parcels whose declared value does not exceed 500 francs (\$100).

ARTICLE 11.

1. The redirection of postal parcels from one country to another in consequence of the removal of the addressees, as well as the return of undelivered postal parcels or parcels turned back by the custom-house, gives rise to the levying of the supplemental charges fixed by Sections 1, 2, 3, 5, and 6 of Article 5, upon the addressees or the senders, without prejudice to the reimbursement of the customs duties or other special expenses (expenses for storage, customs formalities, etc.).

2. In the case of the redirection of a parcel marked with trade charges the final Office of destination credits itself with the quota of the fee for trade charges, in conformity with section 4 of Article 5.

ARTICLE 12.

1. It is forbidden to send by mail parcels containing letters or notes having the character of correspondence, or articles the admission of which is not authorized by the customs or other laws and regulations. It is likewise forbidden to send coin, gold or silver substances, and other precious articles, in parcels without declared value, destined for countries which admit declared values. However, it is permitted to insert in the parcel an open invoice, simply enumerating the headings of the items of the invoice, as well as a simple copy of the address of the parcel, and giving that of the sender.

2. In case a parcel coming under one of these prohibitions is delivered by one of the Administrations of the Union to another Administration of the Union, the latter proceeds in the manner and according to the forms prescribed by its legislation and its domestic regulations.

ARTICLE 13.

1. Except in cases of "force majeure" (interference of a higher power), when a postal parcel has been lost or damaged, the sender, and, in default or at the request of the sender, the addressee, is entitled to an indemnity corresponding to the actual amount of the loss, rifling, or damage, unless the damage has been caused by the negligence of the sender, or by the nature of the articles; which indemnity may not for ordinary parcels exceed 25 francs (\$5), and for parcels with declared value, the amount of that value.

The provisions of this paragraph are applicable to parcels marked with trade charges as long as they have not been delivered to the addressees; but after they have been delivered, the Administrations remain only responsible for the actual amount of the sums due to the sender.

The sender of a lost parcel is, moreover, entitled to have the expenses of its dispatch refunded, as well as the postal charges of the reclamation, in case it has been caused by a mistake of the postal employees. The insurance fee, however, remains in the possession of the Postal Administrations.

2. Countries disposed to take any risks resulting from cases of "force majeure" are authorized to levy, on parcels with declared value, a surtax, on the conditions determined by Section 2 of Article 12 of the Arrangement concerning the exchange of letters and boxes with declared value.

3. The obligation to pay the indemnity rests with the Administration to which the dispatching office is subordinate. That Administration has the right to press its claim against the responsible Administration—i. e., against that Administration on whose territory or in whose service the loss or damage has occurred.

In case of loss, rifling, or damage, under circumstances of *force majeure*, on the territory or in the service of a country taking the risks mentioned in Section 2 above, of a parcel with declared value, the country where the loss, rifling, or damage has taken place becomes responsible therefor to the dispatching Office, if the latter, on its part, takes risks in cases of *force majeure* over against its senders, as regards articles of declared value.

4. Until the contrary be proved, the responsibility rests with the Administration which, having received the parcel without making any observation, can not prove either the delivery to the addressee or the regular transmission to the next Administration.

5. The payment of the indemnity by the dispatching Office ought to take place as soon as possible, and at the latest within a year of the date of the application. The responsible Office is bound to refund to the dispatching Office, without delay, the amount of the indemnity paid by the latter.

The Office of origin is authorized to indemnify the sender, on account of the intermediary Office or the Office of destination which, after a request for payment of an indemnity had been made of it, has let a year elapse without complying with the request. Moreover, in case an Office whose responsibility has been duly proved has at once declined to pay the indemnity, it must, in addition to the indemnity, bear the necessary expenses caused by the unjustified delay in the payment.

6. It is understood that the application for an indemnity is only entertained if made within a year of the mailing of the parcel. After this term has expired the applicant has no right to any indemnity.

7. If the loss or the damage occurred in course of conveyance between the exchange offices of two adjacent countries, without its being possible to ascertain on which of the two territories the loss or damage took place, the two Administrations concerned bear each one-half of the loss.

8. The Administrations cease to be responsible for postal parcels of which the owners have accepted delivery.

ARTICLE 14.

It is prohibited to make a fraudulent declaration of value in excess of the actual value of the contents of the parcel. In case of a fraudulent declaration of this kind, the sender loses all right to an indemnity, without prejudice to the judicial proceedings which the legislation of the country of origin may call for.

ARTICLE 15.

Each Administration may, in extraordinary circumstances of such a nature as to justify the measure, temporarily suspend the parcel-post service either entirely or in part, on condition that immediate notice of such a measure is given, if necessary by telegram, to the Administration or Administrations concerned.

ARTICLE 16.

The domestic legislation of each of the contracting countries remains applicable as regards everything not provided for by the stipulations contained in the present Convention.

ARTICLE 17.

1. The stipulations of the present Convention do not restrict the right of the contracting parties to maintain and conclude special conventions, as well as to maintain and establish more restricted unions with the view to the improvement of the parcels-post service.

2. However, the Offices of the countries participating in the present Convention which maintain an exchange of postal parcels with countries which have not adhered to the present Convention, admit all the other adhering Offices to the benefit of these relations for the exchange of postal parcels with said countries.

ARTICLE 18.

1. The countries of the Universal Postal Union which have not taken part in the present Convention are admitted to adhere to it upon their request, and in the form prescribed by Article 24 of the Universal Postal Convention, as regards adhesions to the Universal Postal Union.

2. However, if the country which desires to adhere to the present Convention claims the power to levy a surtax per parcel in excess of 25 centimes (5 cents), the Government of the Swiss Confederation submits the request for adhesion to all the contracting countries. The request is considered as granted if within four months no objection has been presented.

ARTICLE 19.

The Postal Administrations of the contracting countries indicate the post-offices or localities which they admit to the international exchange of postal parcels. They regulate the mode of transmission of the parcels, and fix all other measures of detail and order necessary to assure the execution of the present Convention.

ARTICLE 20.

The present Convention is subject to the conditions of revision determined by Article 25 of the Universal Postal Convention.

ARTICLE 21.

1. In the interval between the reunions provided for by Article 25 of the Universal Postal Convention, the Postal Administration of any of the contracting countries has the right to address to the other Administrations, through the intermediary of the International Bureau, propositions concerning the parcels-post service.

In order to be brought under deliberation, each proposition must be supported by at least two Administrations, not counting the one from which the proposition emanates. When the International Bureau does not receive, at the same time as the proposition, the necessary number of declarations of support, no notice is taken of the proposition.

2. Every proposition is subjected to the procedure determined by Section 2 of Article 26 of the Universal Postal Convention.

3. In order to become binding, these propositions must obtain:

(a) A unanimous vote, if they relate to the addition of new provisions, or to the modification of the present Article or the provisions of Articles 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 12, 13, 14, 15, 20, and 22 of the present Convention;

(b) Two-thirds of the votes, if they relate to the modification of the provisions of the present Convention other than those mentioned under *a*;

(c) Simply an absolute majority, if they relate to the interpretation of the provisions of the present Convention, except in the cases of arbitration provided for by Article 23 of the Universal Postal Convention.

4. Resolutions adopted in due form are made binding, in the first two cases by a diplomatic declaration, and in the third case by an administrative notification, according to the form indicated in Article 26 of the Universal Postal Convention.

5. No modification or resolution adopted is binding until at least three months after its notification.

ARTICLE 22.

1. The present Convention shall be put into execution on the 1st of January, 1899.
2. It shall have the same duration as the Universal Postal Convention, without prejudice to the right of each contracting party to withdraw from this Convention upon a notice given one year in advance by its Government to the Government of the Swiss Confederation.

3. From the date on which the present Convention takes effect, all the stipulations previously agreed upon between the different contracting countries or between their Administrations, in so far as they are not in accordance with the terms of the present Convention, are abrogated without prejudice to the rights reserved by Articles 16 and 17 preceding.

4. The present Convention shall be ratified as soon as possible. The acts of ratification shall be exchanged at Washington.

Done at Washington, the 15th of June, 1897.

[Here follow the signatures.]

FINAL PROTOCOL.

At the moment of proceeding to sign the Convention concluded this day concerning the exchange of postal parcels, the undersigned plenipotentiaries have agreed as follows:

I.

A country in which the Postal Administration does not at present undertake the conveyance of small parcels and which adheres to the above-mentioned Convention, shall have the liberty to cause the stipulations of this convention to be executed by railroad and steamship companies. It may at the same time limit this service to parcels originating in or destined for localities served by these companies.

The Postal Administration of that country must have an agreement with the railroad or steamship companies to assure the complete execution by these companies of all the stipulations of the Convention, especially the organization of the exchanges at the frontier.

It will serve as an intermediary to these companies for all their relations with the Postal Administrations of the other contracting countries and with the International Bureau.

II.

By way of exception to the provisions of Section 1 of Article 1, and of Section 1 of Article 13 of the Convention, Bulgaria, Spain, Greece, Turkey, and the United States of Venezuela have the liberty to provisionally limit the weight of parcels admitted in their service to 3 kilograms, and to 15 francs the maximum indemnity to be paid in case of loss, rifling, or damage of a postal parcel without declared value not exceeding the above-mentioned weight.

III.

By way of exception to the provisions of Section 1 of Article 3, and of Sections 1 and 5 of Article 5 of the Convention, British India has the liberty—

(a) To fix the territorial transit charges at 1 franc;

(b) To apply to postal parcels originating in or destined for its offices a surtax, not to exceed 1 franc 25 centimes per parcel;

(c) To apply to postal parcels originating in British India, destined for other countries, a graded scale of rates corresponding to the different categories of weight, on condition that the average rates levied in British India do not exceed the normal rate of 1 franc 75 centimes.

In faith of which the undersigned plenipotentiaries have drawn up the present final protocol, which shall have the same force and value as if its provisions were inserted in the Convention; and they have signed it on a single copy, which shall remain in the archives of the Government of the United States of America, and a copy of which shall be delivered to each party.

Done at Washington the 15th of June, 1897.

[Here follow the signatures.]

REGULATIONS OF DETAIL AND ORDER FOR THE EXECUTION OF THE CONVENTION CONCERNING THE EXCHANGE OF POSTAL PARCELS CONCLUDED BETWEEN GERMANY, THE GERMAN PROTECTORATES, THE GREATER REPUBLIC OF CENTRAL AMERICA, ETC.

The undersigned, in view of Article 19 of the Universal Postal Convention and Article 19 of the Convention concerning the exchange of postal parcels, have, in the name of their respective Administrations, established, by mutual agreement, the following measures to insure the execution of the said Convention:

I.

1. The postal Administrations of the contracting countries which maintain regular maritime services designate to the offices of the other contracting countries those maritime services which may be used for the conveyance of postal parcels, indicating the distances.

2. The Administrations of the contracting countries notify each other mutually, by means of Tables like Form A annexed hereto, of—

(a) The list of countries, in the relations with which they may serve as intermediaries for the conveyance of postal parcels;

(b) The routes open for the forwarding of said parcels from the place where they enter their territories or their services;

(c) The total charges which must be paid to them for the conveyance of parcels for each destination by the office which delivers the parcels to them.

3. By means of the Forms A received from the Administrations concerned, each Administration determines the routes to be used for the transmission of its postal parcels, and the charges to be levied upon the senders according to the conditions on which the intermediary conveyance is effected.

4. Each Administration must, moreover, directly advise the first intermediary Office which are the countries for which it proposes to deliver postal parcels.

5. Each Administration must advise the contracting Administrations which are the articles whose admission to its country is not authorized by its laws and regulations.

II.

1. In execution of Section 1 of Article 5 of the Convention concerning postal parcels, the Administrations of the contracting countries which have not the franc for their monetary unit levy their rates of postage according to the following equivalents:

Countries.	50 centimes.	25 centimes.
Germany	40 pfennig	20 pfennig.
German protectorates:		
East Africa	40 pfennig	20 pfennig.
Southwest Africa		
Cameroons		
New Guinea		
Togo		
Greater Republic of Central America	10 centavos de peso	5 centavos de peso.
Argentina Republic	16 centavos	8 centavos.
Austria-Hungary	25 kreuzer	13 kreuzer.
Bosnia-Herzegovina	20 kreuzer	10 kreuzer.
Brazil	200 reis	100 reis.
Chile	10 centavos	5 centavos.
Colombia	10 centavos	5 centavos.
Denmark	36 öre	18 öre.
Danish Antilles	10 cents	5 cents.
Egypt	2 piasters	1 piaster.
British India	5 annas	2½ annas.
Liberia	10 cents	5 cents.
Montenegro	20 soldi	10 soldi.
Norway	36 öre	18 öre.
Netherlands	25 cents (Dutch)	12½ cents (Dutch).
Netherlands Colonies	25 cents (Dutch)	12½ cents (Dutch).
Portugal	100 reis	50 reis.
Russia	20 kopeks	10 kopeks.
Siam	15 atts	7½ atts.
Sweden	36 öre	18 öre.
Turkey	2 piasters (80 paras)	1 piaster (40 paras).
Uruguay	10 centesimos	5 centesimos.

2. In case of change in the monetary system of any of the above-mentioned countries, the Administration of that country must come to an understanding with the Swiss Postal Administration in order to modify the above equivalents. It devolves upon the latter Administration to give notice of this modification to all the other Offices of the Union through the intermediary of the International Bureau.

3. Any Administration has the right to have recourse, if it deems it necessary, to the understanding provided for in the preceding paragraph in case of an important modification in the value of its money.

III.

1. The following are considered as cumbersome:

(a) Parcels exceeding 1 meter 50 centimeters (about 3½ feet) in any direction;
(b) Parcels which, owing to their shape, their volume, or fragile character, can not easily be packed with other parcels, which are voluminous or which require special precautions, such as plants and shrubs in baskets, empty cages or cages containing live animals, empty cigar boxes or other boxes in large packages, furniture, wickerwork, flower stands, baby carriages, spinning wheels, velocipedes, etc.

2. The Administrations which do not admit cumbersome parcels have the liberty to limit to 60 centimeters in any direction (24 inches) the maximum dimension of postal parcels exchanged with other Administrations. The Offices which assure the conveyance by sea have, moreover, the liberty to limit to 50 centimeters the maximum dimensions and to 20 cubic decimeters (about 64 cubic inches) the volume of parcels destined to be transmitted by their maritime services, and not to accept parcels exceeding these limits except as cumbersome parcels.

3. Postal parcels containing umbrellas, canes, maps, plans, or similar articles are in all cases admitted as noncumbersome parcels, if they do not exceed 1 meter in length and 20 centimeters in thickness.

4. As regards the exact calculation of the volume, weight, or dimensions of postal parcels, the views of the dispatching Office must be considered as binding, except in the case of an obvious error.

IV.

Parcels containing explosive or inflammable substances, and, in general, dangerous articles, are excluded from transportation.

The Administrations interested have the liberty to come to an understanding concerning the conveyance of metal caps and cartridges charged for portable firearms, and the elements of inexplodable artillery fuses.

These articles must be packed solidly, inside and outside, in boxes or barrels, and must be declared as what they are, both on the certificate of dispatch and on the article itself.

V.

1. In order to be admitted to transportation, each parcel must—

First. Bear the exact address of the addressee. Addresses in lead pencil are not admitted. When a parcel contains coin, gold or silver substances, or other precious articles the address must be written on the actual wrapping of the parcel;

Second. Be packed in such a manner as to correspond to the duration of the conveyance and to sufficiently protect the contents of the parcel. The wrapper must be of such a nature as to render it impossible to make any attempt to get at the contents without leaving a visible trace of violation;

Third. Be sealed with wax, lead, or by some other means, with an impression or special mark of the sender;

Fourth. In case of declared value, bear this declaration on the address, in francs and centimes, or in the currency of the country of origin, without erasures or corrections, even if these are approved. When the declaration of value is made in money other than the franc, the sender or the office of the country of origin must reduce it to francs, at par, indicating by new figures, placed by the side or below the figures representing the amount of the declared value, its equivalent in francs and centimes.

2. Liquids, and fatty substances which will easily liquefy, must be mailed in a double receptacle. Between the first (bottle, flask, pot, box, etc.) and the second (box of metal or hard wood) there is left, as far as possible, a space filled with saw-dust, bran, or some other absorbing matter.

VI.

1. Each parcel must be accompanied by a certificate of dispatch and by customs declarations conforming to or analogous with Forms B and C, annexed. The Administrations advise each other reciprocally as to the number of customs declarations to

be furnished for each destination. The sender may add on the coupon of the certificate of dispatch communications relating to the article, on condition, however, that the legislation of the country of origin or destination does not forbid this.

2. A single certificate of dispatch and, if the customs laws are not opposed to it, a single customs declaration may serve for several ordinary parcels, up to the number of three, mailed by the same sender and destined for the same person.

This provision does not apply to parcels marked with trade charges, or parcels with declared value, each of which must be accompanied by a separate certificate of dispatch.

3. Forms of certificates of dispatch which are not printed in the French language must bear an interlinear translation in that language.

4. Certificates of dispatch accompanying parcels with declared value must bear on each parcel the impression of the seal which has served for sealing the parcel, as well as the indication of the declared value, according to the rules mentioned under paragraph fourth of Section 1 of Article V of the present Regulations.

The exact weight, in kilograms and grams, of each parcel with declared value must be entered by the post-office of origin, both on the address of the parcel and on the certificate of dispatch, in the place reserved therefor on that form.

5. The contracting Administrations decline all responsibility as regards the exactness of the customs declarations.

VII.

1. Every parcel, as well as the certificate of dispatch relating thereto, must bear a label conforming or similar to the Form D herewith annexed, and must indicate the number of entry and the name of the post-office of mailing.

2. The post-office of mailing, moreover, impresses on the address side of the certificate of dispatch a stamp showing the place and date of mailing.

3. Each parcel with declared value or trade charges must bear a red label with the indication "declared value" or "trade charges to collect" in Latin characters.

4. Any Administration whose domestic regulations at present prohibit the use of labels is allowed to temporarily substitute for the labels referred to in Sections 1 and 3 of the present Article, impressions of stamps.

5. Parcels to be delivered by special messengers are, the same as the certificate of dispatch, stamped with a stamp, or have a label attached to them showing in large characters the word "express."

6. When parcels contain coin, gold or silver substances, or other precious articles, the labels prescribed by Sections 1, 3, and 5 preceeding must be spaced so that they can not serve to hide breaks in the wrappers; and they must not be folded on two sides of the wrapper, so as to cover the edge of the parcel.

VIII.

1. Parcels which are to be delivered to the addressees free of charges must bear, both on the address and on the certificates of dispatch, the indication "To be delivered free of charges."

2. The post-offices of mailing collect from the senders a sufficient deposit; they add to the documents which accompany the parcel a certificate of prepayment conforming or similar to the Form E annexed hereto. After the delivery of the parcel the post-office of destination completes the certificate of prepayment by entering the charges which are due, and credits itself over against the post-office of mailing with the amounts laid out, following the method indicated in Article XIV of these Regulations; for reforwarded parcels; the certificate of prepayment must be annexed to the card giving charges due to the Office of destination, and, if necessary, to each of the intermediary Offices.

IX.

1. The exchange of postal parcels between adjacent countries, or between countries connected by means of a direct maritime service, is effected by the post-offices designated by the Administrations interested.

2. In the relations between countries separated by one or several intermediary territories the postal parcels must follow the routes agreed upon by the Administrations interested; they are delivered in open-mail to the first intermediary office, unless the Administrations interested have agreed to establish exchanges in closed sacks, baskets, or compartments, accompanied by direct parcel bills.

3. However, it is obligatory to use closed receptacles when the number of postal parcels is such as to hamper the operations of an intermediary Administration, if that Administration makes a statement to that effect.

The closed receptacles must be returned empty to the dispatching Office by the first mail, unless another agreement has been arrived at between corresponding Offices.

X.

The postal parcels are entered by the dispatching exchange Office on a waybill conforming to Form F annexed to the present Regulations with all the details which that Form calls for. The certificates of dispatch and the customs declarations, as well as the notices E and H or the return-receipts, are attached to the parcel bill.

XI.

1. When a return-receipt is requested for a postal parcel, the post-office of origin enters in writing on the parcel in a conspicuous manner the words "avis de réception" (return-receipt) or impresses a stamp showing the letters "A. R."

2. The return-receipt is prepared by the office of origin or by any other office designated by the dispatching Administration. If it does not reach the office of destination, that office prepares officially a new return receipt.

Return-receipts must be made out in the French language or bear an interlinear translation in that language.

3. The office of destination, after having duly filled out the form, returns it, either direct or through the intermediary of the exchange offices, to the office of origin, which transmits them to the sender of the parcel.

4. When the sender requests a return-receipt for a postal parcel subsequent to the mailing of the article, the office of origin reproduces on a return-receipt form the exact description of the parcel [office of origin, date of mailing, number, address]. This form is transmitted from Administration to Administration with the indication of the mail in which the parcel in question was delivered to the exchange service of the next Administration. The office of destination fills out the form and returns it to the office of origin in the manner prescribed in Section 3 preceding.

5. If a return receipt regularly requested by the sender at the moment of mailing has not reached the Office of origin within the time required by that Office, the method prescribed in Section 4 preceding is followed for obtaining the missing return-receipt. The office of origin enters at the head of the form the words: "Reclamation for a Return-Receipt, etc."

XII.

1. Upon the receipt of a parcel bill the exchange Office of destination proceeds to verify the postal parcels and the various documents entered on the parcel bill, and, if necessary, establishes the facts of parcels missing or other irregularities by means of a form conforming to Form G annexed to the present Regulations, and following the rules laid down for articles with declared value by Article IX of the Regulations for the execution of the Arrangement concerning declared values.

2. Unimportant differences regarding volume, dimensions, and weight are only notified by Bulletin of Verification.

3. All differences which may be found in the payments and placed in the accounts must be notified to the dispatching office by Bulletin of Verification. The Bulletins of Verification, which have been duly answered, must be attached to the way bills of the mails to which they relate. Corrections not supported by vouchers are not admitted.

XIII.

1. The amount of the trade charges to be collected must be indicated, in the currency of the country of origin, on the address of the parcels and on the certificate of dispatch, without erasure or change, even if such should be approved.

2. Every parcel forwarded with trade charges marked thereon must be accompanied by a notice conforming or similar to Form H annexed to the present Regulations, unless there be a contrary arrangement between the Administrations interested.

3. Immediately after the payment of the trade charges, the post-office of destination returns this notice to the dispatching exchange office.

The notices of trade charges are entered on the way bill, either collectively or individually, as they are more or less numerous.

4. In case the addressee does not pay the amount of the trade charges within seven days in the relations between European countries, and two weeks in the relations between European countries and countries outside of Europe and the relations between the non-European countries themselves, counting from the day which follows the day of arrival of the parcel, the parcel is treated as having become undeliverable, in conformity with the provisions of Section 3 of Article XIV of the present Regulations.

These periods may be extended to a maximum of two months by Administrations whose legislation requires this.

XIV.

1. Postal parcels, which, owing to a wrong address, are reforwarded, are forwarded to their destination by the most direct route at the disposal of the reforwarding office. If this reforwarding involves the return of the parcels to the dispatching Office, the amounts charged to that Office on the parcel bill are canceled, and the reforwarding post-office of exchange delivers these articles to the next post-office, a record being made thereof, after the error has been notified by a Bulletin of Verification. In the contrary case, and if the amount paid to the reforwarding Office is insufficient to cover the expenses of reforwarding which fall to its share, it credits itself with the difference by forcing up to the required amount the sum entered to its credit on the parcel bill of the dispatching post-office of exchange. The reason for such a correction is notified to said post-office by means of a Bulletin of Verification.

When a parcel has been erroneously admitted to the mails, through a mistake of the postal service, and must for this reason be returned to the country of origin, the same course is followed as if this parcel were to be returned to the dispatching Office, owing to a wrong direction.

2. Postal parcels reforwarded on account of a change of residence of the addressees must, as far as possible, be accompanied by the certificate of dispatch made out by the post-office of origin, or, in case of its loss, by a supplementary certificate. On these parcels there is levied upon the addressees by the Office of delivery a charge, representing the quota due to the last-mentioned Office, to the reforwarding Office, and, if necessary, to each of the intermediary Offices.

The reforwarding Office credits itself with its quota over against the intermediary Office, or the Office of the new destination. In cases where the country of reforwarding and the country of the new destination are not adjacent, the first intermediary Office which receives a reforwarded parcel credits itself with the amount of its quota and that of the reforwarding Office over against the Office to which it delivers the parcel; and the last-mentioned Office in its turn, if it is only an intermediary, credits itself over against the next Office with its own quota, in addition to those with which it has been debited by the preceding Office. The same operation is repeated in the relations between the different Offices participating in the conveyance until the postal parcel reaches the Office of delivery.

However, if the charge for the further conveyance of a parcel about to be reforwarded is paid at the moment of reforwarding, the parcel is treated as if it had been addressed direct from the reforwarding country to the country of destination, and delivered to the addressee without charge for postage.

3. The senders of parcels which have become undeliverable are consulted as to the manner in which they desire to see them disposed of, unless by a notice (see Form I herewith) they have made request for its immediate return or its delivery to another addressee. This notice must be in a language known in the country of destination (with an interlinear translation in the language of the country of origin), and must be put on the certificate of dispatch and on the parcel itself.

The sender of a parcel which has become undeliverable may request—

- (a) That the parcel may be immediately returned to him;
- (b) That the parcel be delivered to another addressee, or that it be reforwarded to another destination, in order to be delivered to the first addressee or to another person;
- (c) That the first addressee be advised once more.

Postal parcels which could not be delivered to the addressees for some reason or other, and whose senders, after having been consulted, abandon them, are not returned by the Office of destination, but are treated by that Office in accordance with its domestic legislation.

As a general rule, requests of the above-mentioned character are exchanged direct between the post-offices of destination and of origin. Each Administration may, however, require that requests which concern its service may be transmitted either to the Central Administration or to a post-office specially designated.

If, within two months from the dispatch of the notice, the post-office of destination has not received sufficient instructions, the parcel is returned to the post-office of origin. This period is extended to six months for the relations with countries beyond the sea. The return of the parcel must also be effected, even in cases where it is impossible to deliver it to its new address, except, however, in cases where the sender has added to his request another request (another address, notice that he abandons the parcel, etc.).

Nevertheless, articles subject to deterioration or corruption may be sold immediately, even when going or returning, without previous notice or judicial formality, for the benefit of the right person.

In case it is impossible for some reason or other to sell the articles subject to deterioration or corruption, they are destroyed, a record being kept of such sale or destruction.

A copy of the minutes of the transaction, accompanied by the certificate of mailing, is transmitted to the office of origin.

The money realized from the sale is used in the first place to cover any charges which may be due on the article. If there is any money left after these charges have been paid, it is transmitted to the Office of origin for delivery to the sender, who bears the expenses of such transmission. Charges which are not covered by the sale must be paid by the sender to the Office of origin.

Parcels to be returned to the senders are entered on the parcel bill, with the word "undeliverable" opposite the entry, in the column of observations. They are treated and charged as articles reforwarded owing to changes of residence of the addressees.

4. A parcel whose addressee has gone to a country not adhering to this Parcels Post Convention is treated as undeliverable, unless the Office of the first destination is prepared to forward the parcel to the addressee.

5. If a parcel during the operations of the exchange is found to come under any of the prohibitions provided by Article 12 of this Convention, it is purely and simply returned to the dispatching exchange post-office in the form provided by Section 1 of the present Article.

XV.

1. For inquiries for missing postal parcels use is made of a Form conforming or analogous to Form L attached to the present Regulations. The Office of the country of origin, after having entered on this Form the data relative to the transmission of the articles in question to the next service, transmits the Form direct to the Office of destination.

2. When the Office of destination is prepared to furnish information relative to the final disposition of the parcel, it returns the Form, on which the necessary information is entered, to the Office of origin.

3. When it can not be immediately ascertained in the service of the country of destination what disposition has been made of a parcel which has passed in open-mail through several services, the Office of destination transmits the form to the first intermediary Office, which, after having entered the data concerning the transmission of the article to the next service, transmits it to the next Office, and so forth, until the final disposition of the parcel has been ascertained. The Office which has delivered the parcel to the addressee, or which can not prove either its delivery or its regular transmission to another Administration, states that fact on the Form and returns it to the Office of origin.

4. The Forms L are printed in French, or bear an interlinear translation in that language. They are transmitted, without letter of transmission, in a sealed envelope, and are as far as possible subjected to the formalities of registration. Any Administration is at liberty to request, by a notification addressed to the International Bureau, that inquiries concerning its service shall be transmitted either to the Central Administration or to a post-office specially designated, or direct to the office of destination, or if that Administration has only served as an intermediary to the exchange Office to which the article has been forwarded.

XVI.

Requests for withdrawal of postal parcels and change of address are subject to the rules and formalities prescribed by Article XXIX of the Regulations of detail and order for the execution of the Universal Postal Convention.

XVII.

1. Each Administration causes to be prepared monthly, by each of its exchange offices, and for all the parcels received from the exchange offices of one and the same Administration, a statement in conformity with Form J annexed to the present Regulations, showing the sums entered on each parcel bill, either to its credit—for its own share and that of each of the Administrations interested in the charges levied by the dispatching Office—or to its debit—for its share (due to the reforwarding Office and the intermediary Offices in cases of reforwarding or undeliverability) of the charges to be recovered from the addressees.

2. The statements J are then recapitulated by the same Administration in an account K (see annexes). The Office of destination adds to its credit $\frac{1}{2}$ per cent of the amount of the trade charges marked in its service.

3. These accounts, accompanied by the statements J, the parcel bills, and, if necessary, the Bulletins of Verification relating to the month, are submitted to the corresponding Administration during the month which follows the one to which it relates.

The totals must never be corrected. Errors which may be discovered must form the subject of special statements.

4. After the monthly accounts have been verified and accepted by both parties, they are summed up in a general quarterly account by the creditor Administration.

The Administrations participating in this Convention have the liberty, however, to come to an agreement among themselves to have the monthly accounts summed up semiannually or annually.

5. The balance resulting from the reciprocal accounts between two Administrations is paid by the debtor Office to the creditor Office in effective francs by means of drafts on the capital or a commercial place of the creditor country, all charges caused by the payment of the drafts being paid by the debtor Office.

6. The preparation, transmission, and settlement of the accounts should be effected with as little delay as possible, at latest before the expiration of the next quarter. After that period has expired, the sums due by one Office to the other draw interest at the rate of 5 per cent per year, dating from the day of the expiration of said period.

7. There is reserved to the Administrations interested the liberty to adopt by common agreement other provisions than those formulated in the present Article.

XVIII.

The Administrations communicate to each other through the intermediary of the International Bureau, and at least three months before this Convention is put into execution—

(a) The provisions which they have adopted as regards the limit of weight, the declared value, cumbersome parcels, collection of trade charges, the number of parcels which may be accompanied by a single customs declaration, and the admission of written communications on the certificate of dispatch;

(b) If necessary, the limits of dimensions and volume provided by Section 2 of Article III of the present Regulations;

(c) The rates applicable in their service to postal parcels for each of the contracting countries, in conformity with Article 5 of the Convention concerning postal parcels, and Article 1 of the present Regulations;

(d) The names of the post-offices or localities which will participate in the exchange of postal parcels;

(e) An extract, in German, English, or French, of the provisions of their domestic laws and regulations applicable to the conveyance of postal parcels.

2. Any modification made subsequently, as regards the five points mentioned above, must be notified without delay in the same manner.

XIX.

1. In the interval which elapses between the meetings provided by Article 25 of the Universal Postal Convention, the Postal Administration of each contracting party has the right to address to the other participating Administrations, through the intermediary of the International Bureau, propositions in regard to the stipulations of the present Regulations.

2. Every proposition is subject to the mode of procedure determined by Article XLI of the Regulations for the execution of the Universal Postal Convention.

3. To become binding, the propositions must obtain—

(a) Unanimity of votes, if they relate to the addition of new provisions, or to the modification of the present Article or of Article XX;

(b) Two-thirds of the votes, if they relate to the modification of Articles II, III, IV, V, VI, VII, IX, X, XI, XII, XIII, and XIV;

(c) Simply an absolute majority, if they relate to the modification of other Articles, or to the interpretation of the various provisions of the present Regulations, except in the case of arbitration contemplated in Article 23 of the Universal Postal Convention.

4. The resolutions adopted in due form are made binding by a simple notification from the International Bureau to all the Administrations of the Union.

5. No modification or resolution adopted is binding until at least three months after its notification.

XX.

The present Regulations shall be put into execution on the day on which the Convention comes into force.

They shall have the same duration as the Convention, unless they be renewed by mutual agreement between the parties interested.

Done at Washington the 15th of June, 1897.

[Here follow the signatures.]

ANNEXES

A.

Dispatching Office
of the present Table,
.....

Receiving Office
of the present Table,
.....

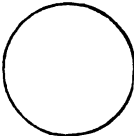
Exchange of postal parcels between nonadjacent countries.

Table showing the conditions on which there may be transmitted in open-mail to the Post-Office of by the Post-Office of postal parcels destined for those countries, in the relations with which the first-mentioned office may serve as intermediary to the second.

Countries of destination.	Routes of transmission.	Designation of the intermediary countries and the maritime services to be employed.	Total charges to be paid by the Office of to the Office of		Observations.
			Rate per weight.	Insurance per 300 francs.	
1.	2.	3.	4.	5.	6.

B.

(Front.)

<p>Coupon may be detached by the addressee.</p> <p>Stamp of the office of origin.</p>  <p>Name and residence of the sender.</p>	<p>Country of origin.....</p> <p>Certificate of dispatch.</p> <p>Herewith.....numbers of customs declarations.</p> <p>Insured value.....</p> <p>Amount of trade charges to be collected</p> <p>For</p>	<p>For application of the postage stamp or indication of the charge levied.</p>												
<p>.....</p> <p>[Place of destination]</p> <p>[Street and No.]</p>														
	<table border="1"> <tr> <th>Weight.</th> <th>Custom duties.</th> </tr> <tr><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td></tr> </table>	Weight.	Custom duties.	<table border="1"> <tr> <th>Route.</th> </tr> <tr><td>.....</td></tr> <tr><td>.....</td></tr> <tr><td>.....</td></tr> </table>	Route.
Weight.	Custom duties.													
.....													
.....													
.....													
Route.														
.....														
.....														
.....														

¹ This is to be filled out by the office of exchange through which the parcel entered the country of destination.

B.

(Back.)

Receipt of the addressee.
<p>The undersigned declares that he has received { the parcel indicated } on the front of the present bulletin. { the parcels indicated }</p> <p style="text-align: right;">....., the, 189 ..</p> <p style="text-align: right;">..... [Signature.]</p>

C.

Place of departure;

Country of origin:

Place of destination:

.....

.....

.....

Customs Declaration.

Postal parcels.		Designation of contents.	Value.	Weight.		Observations.
Number.	Kind.			Gross.	Net.	

....., 189 ..

.....Sender.

D.

475. Barmen 1.	475. Barmen 1.
---------------------------------	-----------------------

E.

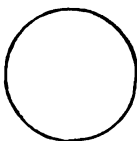
Postal Administration
of.....

Parcels-post service Certificate of prepayment.

Notice to deliver to the addressee, free of entry charges, the postal parcel.. herewith, No.
dispatched from for

Addressed to

Stamp of the dispatching
office.



.....

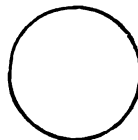
In returning the present notice, debit the office¹ with the amount of the charges due but not paid.

Details of entry charges.	Amount.
.....
.....
.....
Total

Returned to the office of exchange of

¹ Give name of dispatching office.

Stamp of the office or
destination.



Country of origin.....

Service

between.....

and.....

F.

Parcel bill showing postal parcels dispatched from the Exchange office of.....
for the Exchange office of.....

Dispatched {...th mail} on the, 18.., at m.
Arrived {...th mail} on the, 18.., at m.

[illegible]

**The official in charge of the office
of dispatch :**

**The official in charge of the office
of destination:**

.....

.....

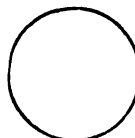
G.

Postal Administration
of

PARCELS-POST SERVICE.

BULLETIN OF VERIFICATION

For the correction and the statement of the errors and irregularities of all kinds discovered in the mail from the exchange office of for the exchange office of



Dispatch of the, 189., at..... m.

Date stamp.

MISSING PARCELS.

Number of—		Place of origin.	Address [as exact as possible].	Amount of postage paid.	Verification of the office of destination.	Observations.
Order.	Entry.					
.....

DAMAGE TO PARCELS.

[Description and apparent cause of damage, and other observations.]

Number of—		Place of origin.	Address of—		Contents.	Weight.	Declared value.	Description of receptacle [basket, sack, ect.].
Order.	Entry.		Sender.	Addressee.				
.....
.....

IRREGULARITIES.

[Missing parcel-bill, wrapper or sealing insufficient, etc.]

ERRORS.						
Number of—		Place of origin.	Name and address of the addressee.	Weight.	Amount of postage paid.	Correction of the office of destination.
Order.	Entry.					
.....
Total.....			Total verified.....			

At....., the, 189..

At....., the, 189..

The official in charge of the office of destination.

The official in charge of the dispatching office.

.....

.....

H.

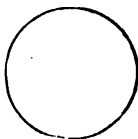
Country of origin

Notice of trade charges to be collected.

The office of is requested to indicate below whether the parcel dispatched this day, under No., addressed to M. at on which trade charges to the amount of fr. cms. are to be collected, has been delivered to the addressee, upon the payment of these charges.

At, the 189..

Date stamp.



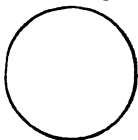
The dispatching office of exchange,

.....

The article indicated above arrived here on the and was { delivered to the addressee on the, upon payment of the trade charges; refused by the addressee..... [indicate reasons for refusal].

At, the 189..

Date stamp.



The exchange office of destination,

.....

I.*Form of request for return of a parcel, or for its delivery to another addressee.***Notice.**

In case, for some reason, this parcel is held, I request
A⁽¹⁾ to cause it to be *returned immediately* at the risk
and peril of the undersigned sender.

B⁽¹⁾ to deliver it to M

.....

.....

The sender.

[Name or firm, and address.]

(1) The sender must cross out, with his own hand, that part of the notice of which he does not make use.

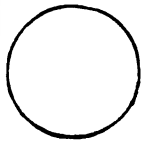
J.
MONTHLY STATEMENT

Postal Administration
of

Correspondence with the
Office of

Of the sums reciprocally owed by the Postal Administration to and the Postal Administration of for charges on postal
parcels delivered by the exchange offices subordinate to the first Administration to the exchange office of
Month of, 189..

Dates of the parcel bills.	1. Claim of the Office of destination.						2. Claim of the dispatching Office.						Observations.						
	[Column 10 of Form F.]						Charges and Fees. [Column 11 of Form F.]							Amount of trade charges. [Column 12 of Form F.]					
	Mails from the office of	Mails from the office of	Mails from the office of	Mails from the office of	Mails from the office of	Mails from the office of	Mails from the office of	Mails from the office of	Mails from the office of	Mails from the office of	Mails from the office of	Mails from the office of		Mails from the office of	Mails from the office of	Mails from the office of	Mails from the office of	Mails from the office of	
1.....	fr. cms	fr. cms	fr. cms	fr. cms	fr. cms	fr. cms	fr. cms	fr. cms	fr. cms	fr. cms	fr. cms	fr. cms	fr. cms	fr. cms	fr. cms	fr. cms	fr. cms		
2.....																			
3.....																			
4, etc.....																			
Totals for each exchange office.....																			
General total of each claim																			



Chief of the exchange office of destination,
.....

Stamp of the exchange office of destination.

L.

Postal Administration of.....

INQUIRY FOR A POSTAL PARCEL.

To be filled out by the office of origin.	Office of mailing.....		
	Date of mailing.....		
	Number of entry.....		
	Address.....		
	Contents.....		
	Weight.....		
	Declaration of value.....		
	Trade charge.....		
	Request for return-receipt..... (if so, add the letters A. E.)		
	Name and address of sender.....		
	Forwarded the....., 18..., by the exchange office of..... to the exchange office of....., under No..... of the Way Bill.		
	Date.....	Signature.....	
	To be filled out by the office of destination.	Postal Administration of.....	
was delivered the....., 18..., to.....			
The parcel described below.....			
could not be discovered at the office of destination; and the present inquiry is, therefore, transmitted to the first intermediary Office in order to ascertain the data regarding its forwarding.			
Date.....		Signature.....	
To be filled out by the intermediary Office.		Postal Administration of.....	
		Reforwarded the....., 18..., by the exchange office of..... to the exchange office of....., under No..... of the Way Bill.	
		Date.....	Signature.....
		Postal Administration of.....	
		Reforwarded the....., 18..., by the exchange office of..... to the exchange office of....., under No..... of the Way Bill.	
		Date.....	Signature.....
		Postal Administration of.....	
		Reforwarded the....., 18..., by the exchange office of..... to the exchange office of....., under No..... of the Way Bill.	
	Date.....	Signature.....	

FINAL DECLARATION

of the Office of destination, or of the intermediary Office which can not prove the regular transmission of the parcel to the next Office.

ARRANGEMENT CONCERNING THE COLLECTION SERVICE CONCLUDED BETWEEN GERMANY AND THE GERMAN PROTECTORATES, THE GREATER REPUBLIC OF CENTRAL AMERICA, AUSTRIA-HUNGARY, BELGIUM, BRAZIL, CHILE, THE DOMINICAN REPUBLIC, EGYPT, FRANCE, ITALY, LUXEMBURG, NORWAY, THE NETHERLANDS, THE NETHERLANDS EAST INDIES, PORTUGAL AND THE PORTUGUESE COLONIES, ROUMANIA, SWEDEN, SWITZERLAND, TUNIS, AND TURKEY.

ARTICLE FIRST.

The collection service, between those contracting countries whose Postal Administrations agree to reciprocally undertake the service, is governed by the provisions of the present Arrangement.

ARTICLE 2.

1. There are admissible for collection receipted bills, invoices, promissory notes, drafts, interest and dividend coupons, amortized title deeds and generally all commercial or other values, payable without charge, whose amount does not exceed per article 1,000 francs coin or an equivalent sum in the money of each country. The Postal Administrations of two corresponding countries may, by common consent, adopt a higher maximum.

However, the Administrations which can not undertake the cashing of interest and dividend coupons and of amortized title deeds, shall advise the other Administrations thereof through the intermediary of the International Bureau.

2. The Postal Administrations of the contracting countries may likewise undertake to cause bills to be protested, to institute judicial proceedings as regards debts, and, by common consent, make the necessary provisions regarding this service.

ARTICLE 3.

The amount of the values to be collected must be given in the money of the country charged with the collection.

ARTICLE 4.

1. The transmission of values to be collected is effected by registered letter addressed directly by the sender to the post-office which is to collect the amount.

2. The same article may contain several values to be collected by one and the same post-office from different debtors for the benefit of one sender. However, the same article must not contain values to be collected from more than five debtors.

ARTICLE 5.

1. The charge for an article transmitted in conformity with Article 4 preceding, must not exceed that of a registered letter of the same weight. This charge goes entirely to the Postal Administration of the country of origin.

2. A receipt for the article is furnished to the sender free of charge at the moment of mailing.

ARTICLE 6.

Part payments are not admitted. Each value must be paid in full and at one time; if not, it is considered as refused.

ARTICLE 7.

1. The Postal Administration charged with the collection levies on the amount of each value collected a charge of 10 centimes or its equivalent in the money of the country of destination.

2. These charges do not form the subject of an account between the Administrations interested.

ARTICLE 8.

1. The sum which has been collected, after deducting—
 - (a) the charge fixed by Article 7;
 - (b) the ordinary fee for money orders, and
 - (c) any stamp duties which may apply to the values—is converted by the post-office which has made the collection into a money order in favor of the sender. This money order is forwarded to him free of charge.
2. The values which could not be collected are returned to the post-office of mailing free of postage, and without being liable to any other charge. The Administration charged with the collection is not bound to take any measures for guarding any legal rights involved or to make any statement concerning nonpayment.

ARTICLE 9.

1. The provisions of the Arrangement concerning the exchange of money orders are applicable in everything, which is not contrary to the present Arrangement, to money orders issued in virtue of Article 8 preceding for the payment of values collected by the post-office.

However, collection money orders which have not been paid to the payees for some reason or other are not refunded to the senders, but the amount, after the legal term has expired, goes to the Administration of the dispatching country of the values to be collected.

2. These money orders are admitted up to the maximum amount fixed in virtue of Section 1 of Article 2.

ARTICLE 10.

1. Except in cases of *force majeure*, the loss of a registered letter containing values for collection gives rise for the benefit of the sender to an indemnity of 50 francs, subject to the conditions determined by the Universal Postal Convention; the reservation contained in the final protocol of that Convention not being applicable to collections.

2. The cases where a letter containing values which have not been collected is lost, come under the provisions of Section 1, above.

2. In case of loss of the sums which have been collected, the Administration to whose service the loss is attributable is bound to refund the entire amount of the sums lost.

ARTICLE 11.

No responsibility attaches to the Administrations for delays in transmission, either of registered letters containing values for collection or of these values, or of the money orders issued in payment of these values.

ARTICLE 12.

The stipulations of the present Arrangement do not restrict the right of the contracting parties to maintain and conclude special arrangements, as well as to maintain and establish more limited unions, with the view to improve the international collection service.

ARTICLE 13.

Moreover, the present Arrangement does not affect the domestic legislation of the contracting countries in any point not provided for by the present Arrangement.

ARTICLE 14.

1. It is understood that wherever the formal provisions of the present Arrangement fail to cover a case, each Administration has the right to apply the provisions concerning this matter which are in force in its domestic service.

2. It is, however, expressly prohibited to levy, either in the country of origin or in the country of destination, any charges or fees other than those contemplated by the present Arrangement.

ARTICLE 15.

Any Administration may, under extraordinary circumstances justifying the measure, temporarily suspend the collection service, either in a general manner or in part, on condition that immediate notice thereof be given, if necessary by telegraph, to the Administration or Administrations interested.

ARTICLE 16.

1. The Postal Administrations of the contracting countries admit to the collection service all post-offices authorized to participate in the international money-order service.

2. They regulate, by common consent, the mode of mailing and transmission of values to be collected, as well as all other measures of detail and order necessary to assure the execution of the present Arrangement.

ARTICLE 17.

The States of the Union which have not taken part in the present Arrangement will be admitted to adhesion thereto upon their demand, and in the form prescribed by the Universal Postal Convention for adhesions to the Universal Postal Union.

ARTICLE 18.

1. In the interval which elapses between the meetings contemplated by the Universal Postal Convention, the Postal Administration of any of the contracting countries has the right to address to the other participating Administrations, through the intermediary of the International Bureau, propositions concerning the collection service.

In order to be brought under deliberation, each proposition must be supported by at least two Administrations, not counting the one from which the proposition emanates. When the International Bureau does not receive at the same time as the proposition, the necessary number of declarations of support, no notice is taken of the proposition.

2. Every proposition is subject to the mode of procedure determined by section 2 of Article 26 of the Universal Postal Convention.

3. To become binding the propositions must obtain—

First. Unanimity of votes if they relate to the addition of new provisions or to the modification of the provisions of the present Article and of Articles 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 17, and 19 of the present Arrangement;

Second. Two-thirds of the votes if they relate to the modification of Article 16;

Third. Simply an absolute majority if they relate to the interpretation of the provisions of the present Arrangement, except in the case of arbitration contemplated in Article 23 of the Universal Postal Convention.

4. The resolutions, adopted in due form, are made binding in the first two cases by a diplomatic declaration, and in the third case by an administrative notice, according to the form provided by the Universal Postal Convention.

5. No modification or resolution adopted is binding until at least three months after its notification.

ARTICLE 19.

1. The present Arrangement shall be put into execution on the 1st of January, 1890.

2. It shall have the same duration as the Universal Postal Convention, without prejudice to the right of each country to withdraw from this Arrangement upon a notice given one year in advance by its Government to the Government of the Swiss Confederation. During that year the Arrangement shall continue in full force in all its provisions without prejudice, to the settlement of accounts after the expiration of said term.

3. From the date on which the present Arrangement takes effect all the stipulations previously agreed upon between the different Governments or Administrations of the contracting parties, in so far as those stipulations are not in accordance with the terms of the present Arrangement, are abrogated, without prejudice to the rights reserved by Article 12.

4. The present Arrangement shall be ratified as soon as possible. The acts of ratification shall be exchanged at Washington.

Done at Washington the 15th of June, 1897.

[Here follow the signatures.]

REGULATIONS OF DETAIL AND ORDER FOR THE EXECUTION OF THE ARRANGEMENT CONCERNING THE COLLECTION SERVICE, CONCLUDED BETWEEN GERMANY AND THE GERMAN PROTECTORATES, THE GREATER REPUBLIC OF CENTRAL AMERICA, AUSTRIA-HUNGARY, BELGIUM, ETC.

I.

1. Every value placed in the post-office for collection must—

(a) Bear an indication of the sum to be collected written out in full (Latin letters), and in the money of the country of destination, of the name and address of the debtor, as well as the signature of the sender, for receipt;

(b) Be subjected to any stamp duties which may be due in the country of origin;

(c) Be entered on a list conforming to Form A annexed to the present Regulations;

(d) Be transmitted, with the list, to the post-office of destination in an envelope conforming or analogous to Form B attached to the present Regulations, and bearing postage stamps representing the charge fixed by Article 5 of this Arrangement.

2. The inclosures of value mailed for collection must be attached thereto.

3. Interest or dividend coupons relating to values of one and the same category and to be collected from one and the same person must be previously entered on a special Bulletin. They are then considered as forming only a single value.

In derogation of the stipulations given under "a" of Section I above, for this kind of value, the amount to be collected may be indicated in figures.

II.

1. It is prohibited to make on the collection list any annotations other than those called for by the text of that Form, or to join to the values any letters or notes taking the place of correspondence between creditor and debtor. If such annotations are found on the list they are entirely ignored; separate letters or notes are returned, free of charge, to the sender, through the intermediary of the post-office of origin, with a slip indicating the reason for return, e. g., the words "Transmission prohibited."

Vouchers (e. g., bills of lading, reexchanges, acts of protest, etc.), which must be delivered to the debtor only in case of payment of the values which they accompany, do not come under this prohibition.

2. It is not permitted to place in one and the same article values becoming due on different days.

III.

1. The envelope containing values for collection, with the collection list, is sealed by the sender and mailed at the post-office; it must bear the exact name and address of the sender and be subject to the formality of registration.

2. If an envelope containing values, duly prepaid, is found in a letter box, it is treated as if it had been mailed at the post-office. In case of nonpayment of postage or insufficient prepayment, circulation is not given to the article.

IV.

1. The chief of the post-office of destination opens the registered letter and verifies the number of pieces inclosed with the collection list, as well as their amount. The result of this verification is entered on the collection list and certified by the signature of the chief of the post-office of destination.

2. When the number of pieces announced by the list is not found in the envelope, the chief of the post-office of destination immediately advises the dispatching post-office of the fact, which in its turn notifies the sender; he, nevertheless, proceeds to collect the values found to be in proper form, after having made a note of the missing values opposite their entry on the list.

V.

The values inserted in an envelope found in a letter box (section 2 of Article III preceding) are given out for collection, even when the name and address of the sender are not given either on the envelope or on the collection list, or on the values themselves. But in that case the chief of the post-office of destination, after the collection has been made, and in case he can not get the desired information from the debtor, reports the fact to his own Administration, which then requests the Administration of the country of origin to furnish the name and address of the sender.

VI.

Values are presented to debtors as soon as possible, if practicable on the day when they become due.

VII.

1. Values not paid upon the first presentation are returned to the post-office charged with the collection and held for seven days at the disposal of the debtors, who, during that term, are at liberty to make payment. They are advised of this fact by the letter carrier or by the post-office of destination. This seven-days term is counted from the day following that of the first presentation.

2. When the sender, by an annotation on the list, has requested that, after an unsuccessful presentation, the values be immediately returned to him, or delivered to persons named by him for the purpose, his request must be complied with.

VIII.

1. The sums which have been collected, after deducting the charge contemplated by Section 1 of Article 7 of this Arrangement, the stamp duties if there are any, and the usual fees for money orders, are converted into a money order issued in conformity with the Regulations for the execution of the Arrangement concerning the money-order service, and bearing at the head the word "recouvrement" (collection). The charge for the money order above referred to is always calculated on the total of the sum collected.

2. Money orders which can not be delivered to the payees are, at the expiration of the period of validity, receipted for by the Office which retains them and carried to the account of the Office which issued them.

3. Money orders which have been delivered to the payees and which have not been cashed are replaced by authorizations to pay. These are prepared by the Office which issued the money orders, as soon as that Office is able to ascertain that the original money orders have not been paid within the term of validity. They are receipted for by the Office of destination and entered by that Office in the next account.

IX.

1. The reforwarding in the interior of the country of destination of the values to be collected, owing to change of residence of the addressees, is effected without charge.

2. If the reforwarding comprises all the values to be collected inclosed in one and the same article, the post-office of the new residence proceeds as if the values had originally been addressed to it. Mention is made of the reforwarding on the special list (see Article XI) in the following manner: "Reforwarded by the post-office of"

3. On the other hand, if the article contains several values to be collected from different debtors, and if only one or more of these values are reforwarded, owing to change of residence of the debtor, the post-office of the new residence must, if possible, transmit in an official envelope, by money order, the sum which has been collected, or if no payment has been made, the nonpaid values, to the post-office to which the list (Article I) has been addressed; and it is this last-mentioned post-office only which has to settle with the sender.

X.

Values which for any reason could not be collected are returned to the sender in the form provided by Article XI, following.

Mention is made of the reason for noncollection, without any other statement, either on a slip attached to the values or on the back of the special list (Form C) mentioned in Article XI.

In this respect post-offices observe the provisions of Section 4 of Article XXVI of the Regulations for the execution of the Universal Postal Convention.

XI.

1. Values which have not been collected, as well as money orders issued for collected values, must be accompanied by a special list (Form C) and transmitted to the post-office of mailing, under official registration, in an envelope conforming or analogous to Form D annexed to the present Regulations. In case the article does not contain any unpaid value, official registration is not required, and the superfluous words on the envelope (Form D) should then be crossed out. In those relations

which, for the money-order service, require the intervention of exchange post-offices the articles referred to in the present paragraph are likewise transmitted through the intermediary of these post-offices.

2. The list mentioned in section 1 preceding must contain:

(a) The impression of the date stamp of the post-office charged with the collection;
(b) The name and address of the sender, date of mailing, and amount of the values mailed;

(c) The amount of the money order;

(d) Itemized amount of charges;

(e) Amount of values collected;

(f) Number and amount of values not collected.

3. The total of the money order and the charges must be equal to the amount of the values collected.

4. The total of the sums collected added to those not collected must be equal to the exact amount of the values originally mailed.

5. Indications in the list which are not used are crossed out.

6. Missing or irregular lists are claimed or returned direct from one post-office to the other.

7. In case of inquiries for values to be collected, a duplicate of the list which accompanied the values must be furnished by the sender, to be transmitted with the inquiry, to the office of destination, under official registration.

XII.

1. The Administrations of the contracting countries communicate to each other through the intermediary of the International Bureau, and at least three months before the Arrangement takes effect, an extract from the provisions of their domestic laws and regulations applicable to the collection service, especially as regards the cashing of interest coupons and of amortized title deeds.

2. Any subsequent modification must be notified, without delay, in the same manner.

XIII.

1. In the interval which elapses between the meetings, the Postal Administration of any of the contracting countries has the right to address to the other participating Administrations, through the intermediary of the International Bureau, propositions in regard to the provisions of the present Regulations.

2. Every proposition is subject to the mode of procedure determined by Article XLI of the Regulations for the execution of the Universal Postal Convention.

3. To become binding the propositions must obtain—

First. Unanimity of votes, if they relate to the addition of new provisions or to the modification of the provisions of the present Article and of Articles I, II, III, VI, VIII, IX, X, and XIV of the present Regulations;

Second. Two-thirds of the votes, if they relate to the modification of Articles V, VII, and XI;

Third. Simply an absolute majority, if they relate to the modification of other Articles or the interpretation of the provisions of the present Regulations, except in the case of arbitration contemplated in Article 23 of the Universal Postal Convention.

4. The resolutions adopted in due form are made binding by a notification from the International Bureau to all the Administrations of the Union.

5. No modification or resolution adopted is binding until at least three months after its notification.

XIV.

1. The present Regulations shall be put into execution on the day on which the Arrangement comes into force.

2. They shall have the same duration as the Arrangement, unless they be renewed by mutual agreement between the parties interested.

Done at Washington the 15th of June, 1897.

[Here follow the signatures.]

ANNEXES.

A.

Postal Administration
of

List


of values mailed, for collection, at the post-office of by Mr.
at

[Indicate here the address very exact.]

Number of order.	Names and addresses of the debtors.	Amount of the values. (In money of the country of destination.)	Date when the values become due.	Observations.	Result of the verification at the office of destination.
1.....
2.....
3.....
4.....
5.....
	Total .....	.....	.....	.....	.....

At, the, 18....

The sender,
.....

Date stamp.

The chief of the office,
.....

Register.	Sent by Mr.
	Residing at
	Values to be collected.
	Post-office of [Province or Department of]

C.

Memorandum to be transmitted to the sender.

Postal Administration of		Date stamp of the office which has made the collection.									
		<div style="border: 1px solid black; width: 40px; height: 40px; margin: 0 auto;"></div>									
Values to the amount of mailed on the by Mr. residing at have been cashed to the amount of											
This sum, after deducting the charges detailed below, is represented by the money order inclosed herewith.											
Amount of the values mailed		<table border="1"><tr><td></td><td></td></tr><tr><td></td><td></td></tr><tr><td></td><td></td></tr><tr><td></td><td></td></tr></table>									
Amount of the* values not collected											
Amount of the values collected											
To be deducted.	{ Money order fee										
	{ Charge for collection										
	{ Stamp duty										
Credit to the sender											
* Give the number in words.											

D.

Official registra- tion.	Postal Administration of
	Values not collected.
	Mr.
	at
	[Province or Department of]
[This letter must be delivered free of postage charges.]	

ARRANGEMENT CONCERNING THE INTRODUCTION OF BOOKS OF IDENTITY IN THE INTERNATIONAL POSTAL SERVICE CONCLUDED BETWEEN THE GREATER REPUBLIC OF CENTRAL AMERICA, THE ARGENTINE REPUBLIC, BRAZIL, BULGARIA, CHILE, THE REPUBLIC OF COLOMBIA, THE DOMINICAN REPUBLIC, EGYPT, FRANCE, GREECE, ITALY, LUXEMBURG, MEXICO, PORTUGAL, THE PORTUGUESE COLONIES, ROUMANIA, SWITZERLAND, TUNIS, TURKEY, AND VENEZUELA.

The Governments of the countries which signed the present Arrangement being desirous to remove as far as possible the difficulties experienced by the public in the delivery within the Universal Postal Union, of articles of correspondence or the payment of money orders, and making use of the liberty reserved to them by Article 19 of the Universal Postal Convention, their representatives at the Congress have agreed upon the following provisions:

ARTICLE FIRST.

1. The Postal Administrations of the contracting countries may deliver to persons who make a request therefor books of identity on the conditions indicated in the present Arrangement.

2. The preceding provision does not restrict the right of the public to prove identity by means of any other methods admitted by the laws and regulations of the domestic service of the country of destination.

ARTICLE 2.

1. The book of identity must conform to the sample annexed to the present Arrangement.

2. Each book has a green cover and is composed of one sheet giving a personal description of the holder, and ten sheets of receipts.

The cover bears on the front, in the language of the country of origin, the following title:

Universal Postal Union.

BOOK OF IDENTITY.

No. —.

On the back of the cover the photograph of the holder (card size) with his signature is attached by means of a ribbon, the two ends of which drawn over the photograph are fixed there by an official seal, without prejudice to any other means which the administrations may subsequently admit by common consent.

At the bottom of the photograph the following declaration is entered:

"The Postal Administrations are freed from all responsibility in case of loss of the present book."

The sheet containing the personal description of the holder bears the following indications:

ON THE FRONT.

Postal Administration of
Book of identity No.
Valid from to

The undersigned declares that the signature given below and on the photograph has been written with his own hand by Mr. (given name, name, age, profession or occupation, and residence), the identity of which has been duly authenticated. In faith of which the present book has been delivered to him, to be valid for three years from the date of the present declaration.

At, the, 189..
Signature of the holder
Signature of the postal official

ON THE BACK.

The personal description of the holder, and a blank space intended for the visé. Each sheet for receipt is composed of two stubs and two receipts. Each stub bears the inscription:

Coupon No., the, 189..

I have { delivered to me }
had { or } at the post-office of { an article }
{ cashed } { a money order }

Signature of the holder

The stub is joined to the receipt by a transverse space bearing the words "Universal Postal Union. Book of identity." Between the words "Union" and "Book" a space is reserved for a stamp giving the name of the office of issue.

On the front of the receipt the following is given:

"Upon the presentation of this book and upon the delivery of this receipt the post-offices of the contracting countries are obliged to deliver to the holder of this book any article of mail matter calling for a receipt, and to pay to him any money order addressed to him, if the signature written on the stub and on the receipt is found to be identical with the one given in the front of the book."

On the back of the stub the following is given:

"Upon the presentation of this coupon,
Article No. has been delivered, }
or } originating in the post-office of
Money order has been paid, }
Signature of the addressee
Signature of the postal official"

3. The sheets of the books, duly numbered, are attached to the cover by a ribbon in the national colors of the country of origin, and the two ends of this ribbon are fastened to the inner side of the back cover by an official seal.

ARTICLE 3.

1. The forms of the books of identity are worded in the language of the country which issues them.

2. After the last sheet of the receipts brief instructions are given in the language of each of the countries adhering to the Arrangement for the purpose of furnishing the post-offices with the necessary explanations for the execution of this branch of the service.

ARTICLE 4.

1. The Postal Administrations of the contracting countries designate, each for its own service, the functionaries who are authorized to issue books of identity.

2. They likewise determine, each for its own service, what documents are needed for proving the identity of persons making requests for books of identity when they are not personally known to the functionaries authorized to issue books of identity.

ARTICLE 5.

1. Ordinary articles are delivered to the owners of books of identity simply upon the presentation of these books.

2. Articles to be delivered upon a receipt are delivered and payments of money orders are made to addressees presenting a book of identity upon the delivery to the postal official of the receipts detached from the book and duly signed.

3. However, when the bearer of a book of identity is well known at the post-office, it is not obligatory to demand the presentation of his book, nor to detach the receipts therefrom when he has delivered to him articles calling for a receipt or when he has any money orders cashed.

ARTICLE 6.

1. Articles of correspondence must be delivered and the amount of money orders must be paid to holders of books of identity in person.

2. Ordinary articles, however, may be delivered to a third party duly authorized thereto upon the presentation of the book, and other articles upon the presentation of the receipts signed by the holder of the book and detached therefrom; but the post-office of destination is authorized to deliver articles to a third party presenting a book of identity, or to pay a money order to such a party only upon a receipt (for the presentation of which good reasons must be furnished) given by the latter.

ARTICLE 7.

The laws or regulations of the country of destination determine what articles of correspondence are to be considered as ordinary articles, as well what articles are to be delivered only upon a receipt or special acknowledgment.

ARTICLE 8.

1. The price of a book of identity is fixed at 50 centimes, exclusive of the cost of the photograph which must be delivered to the post-office by the person who makes a request for such a book.

2. Administrations, however, which think they can not furnish books of identity at that price may raise the price to the maximum of 1 franc.

3. The receipts delivered to the post-office of destination can not give rise to the collection of any postage charges from the holder of the book.

ARTICLE 9.

Each Administration keeps the entire sums which it has received in execution of the preceding Article.

ARTICLE 10.

The receipts contained in the book of identity are detached from the stub one after the other, strictly following the order of paging.

ARTICLE 11.

1. Books of identity are valid for three years from the day of their delivery to the holders.

2. At the expiration of that term they may be viséed, which gives them validity for another year.

ARTICLE 12.

The post-office which receives the last receipt of a book of identity must retain its stub, and, if the holder demands it, cause his Administration to issue to him a new book of identity without requiring other proofs of identity.

ARTICLE 13.

The Postal Administrations of the contracting countries are free from all responsibility as soon as a money order has been paid or an article has been delivered, upon the delivery of a receipt detached from the book of identity and signed by the holder.

ARTICLE 14.

1. In case of the loss of a book of identity the holder must communicate the fact—
First. To the post-office of the place where he happens to be, or to the nearest post-office;

Second. To the Administration which issued the book.

2. In any case he remains responsible for the consequences of the loss of his book.

ARTICLE 15.

After such notice has been given, the post-office referred to in Section 1 of Article 14 preceding temporarily refuses the delivery of any article or the payment of any money order claimed on the strength of the lost book.

ARTICLE 16.

It is the duty of the Administration of the country of issue to take all the necessary measures for the cancellation of the lost book upon the information furnished by the holder.

ARTICLE 17.

The countries of the Union which have not taken part in the present Arrangement will be admitted to adhere thereto upon their demand and in the form prescribed by Article 24 of the Universal Postal Convention concerning adhesion to the Universal Postal Union.

ARTICLE 18.

1. In the interval which elapses between the meeting contemplated by Article 25 of the Universal Postal Convention the Postal Administration of any of the contracting countries has the right to address to the other participating Administrations, through the intermediary of the International Bureau, propositions concerning the service of books of identity.

In order to be brought under deliberation, each proposition must be supported by at least two Administrations, not counting the one from which the proposition emanates. When the International Bureau does not receive, at the same time as the proposition, the necessary number of declarations of support, no notice is taken of the proposition.

2. Every proposition is subject to the mode of procedure determined by Section 2 of Article 26 of the Universal Postal Convention.

3. To become binding the propositions must obtain:

First. Unanimity of votes, if they relate to the addition of new provisions, or to the modification of the provisions of the present Article and of Articles 1, 4, 5, 6, 7, 9, 11, 12, 13, 17, and 19 of the present Arrangement;

Second. Two-thirds of the votes if they relate to the modification of other Articles;

Third. Simply an absolute majority if they relate to the interpretation of the provisions of the present Arrangement, except in the case of arbitration contemplated in Article 23 of the Universal Postal Convention.

4. The resolutions adopted in due form are made binding, in the first two cases, by a diplomatic declaration, and in the third case by an administrative notice, in the form indicated in Article 26 of the Universal Postal Convention.

5. No modification or resolution adopted is binding until at least three months after its notification.

ARTICLE 19.

1. The present Arrangement shall be put into execution on the 1st of January, 1899.

2. It shall have the same duration as the Universal Postal Convention, without prejudice to the right reserved to each country to withdraw from this Arrangement upon a notice given one year in advance by its Government to the Government of the Swiss Confederation.

3. The present Arrangement shall be ratified as soon as possible. The acts of ratification shall be exchanged at Washington.

Done at Washington the 15th of June, 1897.

[Here follow the signatures.]

UNIVERSAL POSTAL UNION.

BOOK OF IDENTITY No.

[Place reserved for the photograph of the holder.]

[Signature of the holder.]

The Postal Administrations are freed from all responsibility in case of loss of the present book.

Postal Administration of

Book of identity No.

Valid from to

The undersigned declares that the signature given below and on the photograph has been written with his own hand, by

(1) Given name and family name,

(2) Age,

(3) Profession,

(4) Residence,

whose identity has been duly established.

In faith of which the present book has been delivered to him, valid for three years from this date,

At, the, 18..

Signature of the holder

Signature of the postal official

DESCRIPTION.

- | | |
|-------------------------|---------------------------|
| 1. Height, meters | 6. Mouth |
| 2. Forehead | 7. Complexion |
| 3. Eyes | 8. Hair |
| 4. Nose | 9. Particular marks |
| 5. Chin | Visa |

(Front of coupon.)

Coupon No. 1.

This of, 18..
 I have { received
 or
 collected } at the post-office of

 { article
 or a
 money order. }

Signature of the holder

Universal Postal Union.

Book of identity.

Upon the presentation of this book, and upon the delivery of this receipt, the post-offices of the contracting countries are bound to deliver to the holder of this book any article of correspondence asked for which calls for a receipt, and to pay him any money order made payable to him, if the signature on the stub is found to be identical with the one given above.

(Back of coupon.)

The coupons must be detached from the stub one after the other in the order of paging.
 The post-office which receives the last coupon retains the stub.

Universal Postal Union.

Book of identity.

Upon the presentation of this coupon
 there has been delivered article }
 or } No. originating in the post-office of
 there has been paid money order }
 Signature of the addressee
 Signature of the official of the post-office of destination

INSTRUCTIONS.

Before a registered letter or article with declared value or postal parcel is delivered, and before a money order is paid, the postal official must make sure that the photograph reproduces the features of the holder of the book, and that the signature on the coupon for the receipt is the same as that found on the photograph, and on the first page of the book of identity. The responsibility of the Postal Administration ceases as soon as an article has been delivered, or a money order has been paid, upon the delivery of a coupon duly signed.

ARRANGEMENT CONCERNING THE INTERVENTION OF THE POST-OFFICE IN SUBSCRIPTIONS FOR NEWSPAPERS AND PERIODICAL PUBLICATIONS CONCLUDED BETWEEN GERMANY AND THE GERMAN PROTECTORATES, THE GREATER REPUBLIC OF CENTRAL AMERICA, AUSTRIA-HUNGARY, BELGIUM, BRAZIL, BULGARIA, CHILE, REPUBLIC OF COLOMBIA, DENMARK, THE DOMINICAN REPUBLIC, EGYPT, GREECE, ITALY, LUXEMBURG, NORWAY, THE NETHERLANDS, PERSIA, PORTUGAL AND THE PORTUGUESE COLONIES, ROUMANIA, SERBIA, SWEDEN, SWITZERLAND, TURKEY, AND URUGUAY.

ARTICLE FIRST.

The postal service of subscriptions for newspapers and periodical publications between those contracting countries whose Postal Administrations agree to reciprocally establish this service is governed by the provisions of the present Arrangement.

ARTICLE 2.

The post-offices of each country receive subscriptions from the public for newspapers and periodical publications published in the various contracting countries.

This service extends likewise to publications of any other countries which certain Administrations are prepared to furnish, with the reservation that the provisions of Article 16 of the Universal Postal Convention apply.

ARTICLE 3.

1. The subscription price for the entire term of the subscription, must be paid at the moment when the subscription is taken. Modifications of price only apply to new subscriptions. They have no retroactive force.

2. No subscriptions are taken except for the terms given in the official lists.

ARTICLE 4.

The Postal Administrations in becoming intermediaries for subscriptions assume no responsibility as regards the duties and obligations incumbent upon the publishers.

They are not bound to refund any money in case of the cessation or interruption of a publication during the term of subscription.

ARTICLE 5.

The international subscription service is effected through the intervention of exchange offices to be designated by each Administration, respectively.

ARTICLE 6.

1. Each Administration fixes the prices at which it furnishes to other Administrations its own publications, and if necessary, the publications of any other origin.

In no case may these prices be higher than those paid by subscribers in the country of publication, except that in the relations between nonadjacent countries the transit charges due to the intermediary Offices are added. [Article 4 of the Universal Postal Convention.]

2. The transit charges are fixed in advance on the basis of the periodicity of the publications and their average weight.

ARTICLE 7.

1. The Postal Administration of the country of destination fixes the price to be paid by the subscriber, adding to the net price fixed in virtue of Article 6 preceding such charges for commission and delivery as it deems proper to adopt, which charges, however, must not exceed those which are levied on subscriptions in its own country. If the legislation of its country requires a stamp duty, a charge to cover this is added.

2. When two countries maintaining a reciprocal subscription service have not the same monetary system, the net price is converted by the Office of the country of destination into the money of that country. If the Administrations have adhered to the Arrangement concerning money orders, the conversion is made according to the rate established for money orders, unless the Administrations agree upon another rate.

ARTICLE 8.

The charges established in virtue of Articles 6 and 7 preceding do not give rise to any special account between the corresponding Offices.

ARTICLE 9.

The Postal Administrations are bound to forward to the parties concerned, without charge to the subscribers, any well-grounded complaint concerning delays and and irregularities in the subscription service.

ARTICLE 10.

1. The accounts of subscriptions for newspapers furnished and ordered are prepared quarterly. After having been mutually examined and accepted these accounts are paid in coin money of the creditor country.

2. Unless there is a contrary understanding between the Offices interested, the difference is paid as soon as possible by money order.

When two corresponding countries do not have the same monetary system the smaller credit is converted into the money of the larger credit, in conformity with Article 6 of the Arrangement concerning money orders.

3. The money orders issued for that purpose are not subject to any charge, and may exceed the maximum determined by the money-order Arrangement.

4. Delayed payments draw interest at 5 per cent per annum in favor of the creditor Administration.

ARTICLE 11.

The stipulations of the present Arrangement do not restrict the right of the contracting parties to maintain or conclude special arrangements for the purpose of improving, facilitating, or simplifying the international subscription service.

ARTICLE 12.

The countries of the Union which have not taken part in the present Arrangement are admitted to adhesion upon their demand and in the form prescribed by Article 24 of the Universal Postal Convention concerning adhesions to the Universal Postal Union.

ARTICLE 13.

The Postal Administrations of the contracting countries fix the form of the accounts designated in Article 10 preceding the periods at which they must be prepared, and regulate all other measures of order and detail necessary to assure the execution of the present Arrangement.

ARTICLE 14.

It is understood that in cases not covered by any formal provisions of the present Arrangement, each Administration is at liberty to apply the provisions governing the matter in its domestic service.

ARTICLE 15.

1. In the interval which elapses between the meetings contemplated by the Universal Postal Convention, the Postal Administration of any of the contracting countries has the right to address to the other participating Administrations, through the intermediary of the International Bureau, propositions concerning the subscription service.

In order to be brought under deliberation, each proposition must be supported by at least two Administrations not counting the one from which the proposition emanates. When the International Bureau does not receive at the same time as the proposition, the necessary number of declarations of support, no notice is taken of the proposition.

2. Every proposition is subject to the mode of procedure determined by Section 2 of Article 26 of the Universal Postal Convention.

3. To become binding the propositions must obtain—

First. Unanimity of votes if they relate to the addition of new provisions, or the modification of the provisions of the present Article and of Articles 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 14, 16, and 17 of the present Arrangement;

Second. Two-thirds of the votes if they relate to a modification of Article 13;

Third. Simply an absolute majority if they relate to the interpretation of the provisions of the present Arrangement, except in the case of arbitration contemplated by Article 23 of the Universal Postal Convention.

4. The resolutions adopted in due form are made binding, in the first two cases, by a diplomatic declaration; and in the third case by an administrative notice, according to the form indicated in Article 28 of the Universal Postal Convention.

5. No modification or resolution adopted is binding until at least three months after its notification.

ARTICLE 16.

1. The present Arrangement shall be put into execution on the 1st of January, 1899.

2. It shall have the same duration as the Universal Postal Convention, without prejudice to the right reserved to each country to withdraw from this Arrangement upon a notice given one year in advance by its Government to the Government of the Swiss Confederation.

3. Current subscriptions must be served in the conditions provided by the present Arrangement until the expiration of the term of the subscription.

ARTICLE 17.

1. From the date on which the present Arrangement takes effect, all the stipulations concerning the subject previously agreed upon between the Governments or Administrations of the contracting parties, in so far as those stipulations are not in accordance with the terms of the present Arrangement, are abrogated without prejudice to the rights reserved by Article 11.

2. The present Arrangement shall be ratified as soon as possible. The acts of ratification shall be exchanged at Washington.

3. In faith of which, the plenipotentiaries of the countries enumerated above have signed the present Arrangement at Washington, the 15th of June, one thousand eight hundred and ninety-seven.

[Here follow the signatures.]

REGULATIONS OF DETAIL AND ORDER FOR THE EXECUTION OF THE ARRANGEMENT CONCERNING THE INTERVENTION OF THE POST-OFFICE IN SUBSCRIPTIONS FOR NEWSPAPERS AND PERIODICAL PUBLICATIONS CONCLUDED BETWEEN GERMANY AND THE GERMAN PROTECTORATES, THE GREATER REPUBLIC OF CENTRAL AMERICA, AUSTRIA-HUNGARY, BELGIUM, BRAZIL, ETC.

I.

Each Administration advises the other Administrations interested what exchange offices it has designated for the relations with each of them.

II.

The exchange offices correspond direct with each other concerning all matters relating to the subscription service.

III.

1. The Postal Administrations exchanging subscriptions communicate to each other a list (Form A annexed hereto) of the publications which can be subscribed for through their intermediary, indicating the conditions of subscription and the net price, including transit charges, in gold, applying, if necessary, an average rate for converting their currency into gold. This list likewise gives the average weight, in grams, of each publication.

2. Any subsequent modifications of this list are immediately notified from Office to Office, through the intermediary of the exchange post-offices, as these modifications are made.

IV.

Each Administration prepares, on the basis of the list furnished in execution of Article III preceding, a general list of rates, indicating, per country, the conditions of subscription and the amount to be paid by the subscriber. These prices, fixed in conformity with Article 7 of the Arrangement, are given in the currency of the country which publishes the list.

V.

In cases where a publication is ordered which is not given on the list, the matter should be referred to the Office concerned, through the intermediary of the exchange post-office, in order to obtain the necessary information. The order may, however, be forwarded at once subject to subsequent settlement with the person concerned, who, if necessary, will have to pay a deposit.

VI.

1. The subscriptions commence for one year on the 1st of January; for six months, on the 1st of January and the 1st of July; for three months, on the 1st of January, the 1st of April, the 1st of July, and the 1st of October.

2. The Administrations interested may agree among themselves to admit subscriptions for two weeks, one month, a month and a half, two months, and two months and a half to complete the current quarter.

VII.

1. Toward the end of each quarter the exchange offices recapitulate, on a list conforming to Form B annexed to the present Regulations, the orders for subscriptions which have reached them from their own country.

This list must reach the corresponding exchange office in proper time, so that it may serve the subscriptions on the date for which they have been ordered.

2. Orders which reach the exchange office after the general list has been sent form the subject of special lists.

The same applies to orders given outside of the ordinary periods of renewal.

These lists bear consecutive numbers throughout a year.

At the end of each list there is given a recapitulation of the previous orders, so as to show, for each publication, the general total of subscriptions to be furnished at the request of one and the same exchange office.

Subscribers who have not sent in their orders in proper time can not claim all the numbers which have appeared since the commencement of the subscription term.

VIII.

1. The newspapers are forwarded in packages addressed, either direct to the post-offices of destination, or in bulk to the intermediary post-offices, as the Administrations may have agreed.

2. The packages must bear the indication "Postal subscription" or a similar notice.

3. Delivery is made to subscribers according to lists.

4. By way of exception, newspapers may be placed under bands addressed to the subscribers, upon a request made by the post-offices of exchange of the country of destination.

These bands must bear the notice "Postal subscriptions."

IX.

1. Delays, interruptions, wrong directions, or any other irregularities which may occur in the subscription service, are immediately notified to the intermediary post-office, to the post-office of origin if necessary, or to the central Administrations at their request.

2. Complaints must be attended to without delay.

X.

1. When subscribers change their residence they may have the publication sent to their new address in the same country. A special charge may be levied therefor.

2. If the subscriber moves to another country the numbers are forwarded to the personal address of the addressee and duly prepaid in postage stamps, either by the publisher at the request of the exchange offices or by the post-office of the first destination, upon the payment of the postage in advance by the subscriber.

XI.

1. In case the publication of a journal is interrupted or stopped, through some fault of the publisher, the Administrations lend their aid to obtain, if possible, the repayment to the subscribers of the subscription price for the period during which the paper has not been served.

2. The Offices advise each other what papers are prohibited.

XII.

1. Unless there be a contrary arrangement, each exchange post-office prepares, as soon as the quarterly orders may be considered as closed, and at the very latest on the 20th day of the second month of the quarter, for its corresponding post-office, a special account (Form C) accompanied by the Bulletins (Form B) as vouchers, and on which it enters in alphabetical order, and by subscription periods—commencing with those of the shortest duration—the publications furnished to the corresponding post-office from the closing date of the preceding account to the date of the new account. Subscriptions received after this account has been prepared are entered in the account for the next quarter.

The sums due for furnishing to subscribers single copies of newspapers or for reforwarding papers in case the subscribers have changed their residence, are, unless there be a contrary arrangement, comprised, for settlement, in the quarterly accounts.

2. Unless there be a contrary arrangement, the mutual accounts are verified and settled before the expiration of the second month of the quarter to which the accounts relate. For countries beyond Europe the term is extended to four months.

3. Any differences that may be found are arranged in the next quarterly account.

4. If necessary, monthly part payments may be demanded.

XIII.

1. The Administrations of the contracting countries communicate to each other through the intermediary of the International Bureau, and at least three months before the Arrangement is put into execution, an extract from the provisions of their laws and Regulations applicable to the subscription service.

2. Any subsequent modification must be notified in the same manner without delay.

XIV.

1. In the interval which elapses between the meetings the Administration of any of the contracting countries has the right to address to the other participating Administrations, through the intermediary of the International Bureau, propositions in regard to the stipulations of the present Regulations.

2. Every proposition is subject to the mode of procedure determined by Article XLI of the Regulations for the execution of the Universal Postal Convention.

3. To become binding the propositions must obtain—

First. Unanimity of votes if they relate to the addition of new provisions, or to the modification of the provisions of the present Article and of Articles I, II, III, IV, VII, and XV of the present Regulations;

Second. Two-thirds of the votes if they relate to the modification of Articles VI, VIII, IX, XI, and XII;

Third. Simply an absolute majority if they relate to the modification of other Articles, or to the interpretation of the various provisions of the present Regulations, except in the case of arbitration contemplated in Article 23 of the Universal Postal Convention.

4. The resolutions adopted in due form are made binding by a notification from the International Bureau to all the participating Administrations.

5. No modification or resolution adopted is binding until at least three months after its notification.

XV.

1. The present Regulations shall be put into execution on the day on which the Arrangement comes into force.

2. They shall have the same duration as that Arrangement, unless they be renewed by mutual agreement between the parties interested.

Done at Washington, the 15th of June, 1897.

[Here follow the signatures.]

ANNEXES.

A.

Postal Administration
of

No. of order

List of newspapers, with indication of price and conditions of subscription.

Title of papers.	Place of publication.	Periodicity.	Average weight (grams).	Term of subscription.	Net price.	Transit charges.	Total.	Observations.

B.

Postal Administration
of

No. of order

List of subscriptions for newspapers.

Designation of the papers.	Place of publication.	Periodicity.	Date on which the subscription begins.	Duration (months).	Office of destination.	Number of subscriptions.	Number of previous subscriptions.	Total per office.	Number of subscriptions furnished previously to one subscriber, and ordered by the same exchange office.	General total.	Observations.

At, the, 189

[Signature of postal official.]

C.

Postal Administration
of

*Quarterly account of subscriptions for newspapers furnished to the exchange office of
..... by the exchange office of during the quarter, 189...*

Number and duration of subscriptions.					Title of newspapers.	Place of publication.	Price per subscription.		Grand total.	
1 month.	2 months.	3 months.	6 months.	12 months.						
						Total.....				

The present account amounting to.....
And the account of the receiving office being.....

There is due to the office of.....

At....., the....., 189 .

.....

[Signature of postal official]

INTERNATIONAL POSTAL STATISTICS FOR THE YEAR 1895.

[From "Statistique Générale du Service Postal," published by the International Bureau, Berne, Switzerland, 1897.]

In the following tables a number of countries embraced in the Universal Postal Union are omitted because they failed to furnish the International Bureau with their postal statistics.

Number of post-offices and officers and employees.

Country.	Post-offices.		Officers and employees.		Country.	Post-offices.		Officers and employees.	
	Rank.	Number.	Rank.	Number.		Rank.	Number.	Rank.	Number.
United States	1	71,258	1	195,720	New Zealand	22	1,412	24	2,987
Germany	2	37,640	2	175,759	Netherlands East Indies	23	1,388	29	1,318
Great Britain	3	20,398	3	140,806	Netherlands	24	1,291	14	6,476
British India	4	11,236	6	48,805	Denmark	25	1,017	19	5,064
Canada	5	8,989	11	16,820	Belgium	26	911	20	4,095
France	6	8,897	4	69,704	Cape of Good Hope	27	872	23	3,139
Russia	7	7,887	5	54,202	Egypt	28	696	81	1,140
Italy	8	7,272	9	21,711	Chile	29	617	27	1,762
Austria	9	5,659	7	39,725	Uruguay	30	567	30	1,291
Hungary	10	4,558	10	17,954	Bolivia	31	529	33	931
Portugal	11	4,356	16	5,916	Greece	32	315	32	956
Japan	12	3,830	8	29,025	Tunis	33	236	37	892
Switzerland	13	3,515	12	9,774	Bulgaria	34	181	28	1,518
Roumania	14	3,216	15	6,128	Siam	35	100	35	500
Spain	15	2,954	13	9,148	Luxemburg	36	84	36	494
Sweden	16	2,660	18	5,804	Bosnia-Herzegovina	37	83	24	628
New South Wales	17	1,982	17	5,872	Costa Rica	38	74	39	188
Norway	18	1,895	25	2,849	Hawaii	39	73	.....	.....
Turkey	19	1,895	26	2,460	Dominican Republic	40	51	38	106
Victoria	20	1,573	21	4,476	Kongo	41	10	40	28
Argentine Republic	21	1,460	22	3,984					

Number of letter boxes for the use of the public.

Country.	Letter boxes.		Country.	Letter boxes.	
	Rank.	Number.		Rank.	Number.
United States	1	134,356	Norway	21	2,798
Germany	2	102,066	New Zealand	22	1,953
France	3	65,313	Argentine Republic	23	1,690
British India	4	30,579	Cape of Good Hope	24	1,055
Japan	5	34,319	Chile	25	808
Great Britain	6	27,622	Egypt	26	808
Italy	7	19,680	Victoria	27	826
Austria	8	17,979	Uruguay	28	654
Russia	9	14,167	Greece	29	590
Spain	10	12,436	Luxemburg	30	561
Canada	11	10,277	Bulgaria	31	530
Denmark	12	9,658	Netherlands East Indies	32	447
Switzerland	13	8,313	Siam	33	333
Hungary	14	7,056	Tunis	34	296
Belgium	15	7,048	Turkey	35	251
Portugal	16	5,644	Bosnia-Herzegovina	36	208
Sweden	17	4,401	Bolivia	37	105
Roumania	18	4,088	Costa Rica	38	80
Netherlands	19	3,920	Kongo	39	12
New South Wales	20	3,199			

Proportion of post-offices to area and population.

Proportion of post-offices to area.			Proportion of post-offices to population.		
Country.	Rank.	Square miles to each post-office.	Country.	Rank.	Population to each post-office.
Switzerland.....	1	4.5	New Zealand.....	1	520
Germany.....	2	4.5	Canada.....	2	538
Great Britain.....	3	5.9	New South Wales.....	3	645
Portugal.....	4	8.1	Victoria.....	4	751
Netherlands.....	5	9.8	Switzerland.....	5	833
Luxemburg.....	6	11.8	United States.....	6	884
Belgium.....	7	12.4	Norway.....	7	1,099
Denmark.....	8	15	Portugal.....	8	1,156
Italy.....	9	15.7	Hawaii.....	9	1,229
Roumania.....	10	19.2	Uruguay.....	10	1,319
Austria.....	11	20.5	Germany.....	11	1,390
France.....	12	24.7	Roumania.....	12	1,681
Hungary.....	13	27.2	Cape of Good Hope.....	13	1,761
Japan.....	14	38.6	Sweden.....	14	1,845
Victoria.....	15	56	Great Britain.....	15	1,922
United States.....	16	56.8	Denmark.....	16	2,149
Norway.....	17	56.6	Argentine Republic.....	17	2,589
Sweden.....	18	63.5	Luxemburg.....	18	2,590
Spain.....	19	66	Costa Rica.....	19	2,419
New Zealand.....	20	73.8	Netherlands.....	20	3,764
Greece.....	21	77.9	Hungary.....	21	3,896
Hawaii.....	22	89.5	Italy.....	22	3,964
Uruguay.....	23	127.2	Austria.....	23	4,249
British India.....	24	138.9	France.....	24	4,590
New South Wales.....	25	156.6	Tunis.....	25	4,661
Bulgaria.....	26	207.9	Chile.....	26	5,803
Tunis.....	27	211.5	Spain.....	27	5,952
Bosnia-Herzegovina.....	28	243.4	Greece.....	28	6,944
Cape of Good Hope.....	28	245.8	Belgium.....	29	7,037
Egypt.....	30	309.6	Bolivia.....	30	8,509
Costa Rica.....	31	310.7	Egypt.....	31	9,751
Canada.....	32	353.7	Japan.....	32	10,823
Dominican Republic.....	33	447.5	Dominican Republic.....	33	11,111
Netherlands East Indies.....	34	460.7	Turkey.....	34	12,717
Chile.....	35	472	Russia.....	35	15,215
Turkey.....	36	644.4	Russia.....	36	16,701
Argentine Republic.....	37	763.3	Bosnia-Herzegovina.....	37	18,291
Russia.....	38	1,097.9	Bulgaria.....	38	22,888
Siam.....	39	1,562.1	Netherlands East Indies.....	39	25,588
Bolivia.....	40	2,328.7	British India.....	40	27,500
Kongo.....	41	104,220	Siam.....	40	27,500
			Kongo.....	41	4,000,000

Number of articles of mail matter of every kind, ordinary and registered, domestic and foreign, received and sent, to each inhabitant.

Country.	Rank.	Number of articles.	Country.	Rank.	Number of articles.
United States.....	1	90	Uruguay.....	22	13.8
New South Wales.....	2	89.9	Portugal.....	23	11.4
Great Britain.....	3	75.8	Hungary.....	24	10.9
New Zealand.....	4	62.8	Japan.....	25	10.6
Victoria.....	5	57.4	Spain.....	26	8.6
Switzerland.....	6	55.1	Roumania.....	27	8.5
Belgium.....	7	54.7	Costa Rica.....	28	6.2
Netherlands.....	8	47.5	Greece.....	29	5.6
France.....	9	44.7	Tunis.....	30	5.6
Germany.....	10	42.2	Bulgaria.....	31	4.7
Hawaii.....	11	37.5	Bosnia-Herzegovina.....	32	3.8
Argentine Republic.....	12	34	Russia.....	33	3.1
Canada.....	13	33.9	Egypt.....	34	2.6
Denmark.....	14	29.7	Dominican Republic.....	35	1.5
Luxemburg.....	15	27.6	British India.....	36	1.4
Austria.....	16	27.2	Turkey.....	37	.48
Cape of Good Hope.....	17	18.4	Netherlands East Indies.....	38	.48
Italy.....	18	17	Bolivia.....	39	.34
Chile.....	19	16.9	Siam.....	40	.1
Norway.....	20	15.4	Kongo.....	41	.008
Sweden.....	21	15.1			

Length of postal routes.

Country.	Railroads.		All other roads.	
	Rank.	Miles.	Rank.	Miles.
United States.....	1	171, 116	1	284, 653
Germany.....	2	27, 910	4	67, 684
France.....	3	26, 026	10	37, 089
Russia.....	4	25, 019	2	123, 208
Hungary.....	5	19, 561	13	83, 860
British India.....	6	18, 844	3	102, 422
Canada.....	7	14, 450	7	50, 820
Austria.....	8	14, 262	6	55, 355
Italy.....	9	10, 266	11	36, 288
Argentine Republic.....	10	8, 575	16	22, 642
Netherlands.....	11	5, 906	21	12, 046
Sweden.....	12	5, 906	15	23, 214
Belgium.....	13	2, 857	34	621
New South Wales.....	14	2, 062	13	31, 041
Switzerland.....	15	2, 349	27	2, 755
Japan.....	16	2, 236	5	56, 484
Portugal.....	17	2, 198	23	10, 118
Cape of Good Hope.....	18	2, 056	18	15, 802
Chile.....	19	1, 863	17	16, 057
Roumania.....	20	1, 696	33	1, 012
Denmark.....	21	1, 412	26	4, 315
Netherlands East Indies.....	22	1, 264	14	26, 414
Norway.....	23	1, 217	9	38, 812
Egypt.....	24	1, 148	30	2, 204
New Zealand.....	25	1, 089	19	13, 965
Uruguay.....	26	951	20	12, 409
Greece.....	27	530	25	5, 448
Bulgaria.....	28	510	29	2, 477
Bosnia-Herzegovina.....	29	446	32	1, 205
Bolivia.....	30	317	22	11, 351
Luxemburg.....	31	250	35	295
Tunis.....	32	219	28	2, 770
Dominican Republic.....	33	116	8	40, 445
Siam.....	34	24	24	6, 347
Kongo.....	.....	.....	31	2, 161

Annual transportation.

Country.	On railroads.		On all other roads.	
	Rank.	Miles.	Rank.	Miles.
United States.....	1	266, 967, 278	2	135, 412, 002
Germany.....	2	120, 292, 806	4	56, 917, 408
France.....	3	72, 277, 633	1	227, 702, 507
Austria.....	4	33, 549, 146	6	31, 079, 368
Belgium.....	5	32, 655, 190	26	958, 541
Russia.....	6	24, 273, 285	7	29, 124, 125
Italy.....	7	23, 902, 277	8	23, 296, 505
British India.....	8	19, 766, 999	3	66, 492, 566
Hungary.....	9	19, 149, 563	9	16, 739, 128
Canada.....	10	14, 624, 702	10	15, 501, 797
Sweden.....	11	10, 766, 882	11	7, 759, 899
Argentine Republic.....	12	6, 631, 186	15	4, 563, 482
Switzerland.....	13	6, 745, 981	16	4, 365, 398
Greece.....	14	6, 664, 058	22	2, 146, 374
Japan.....	15	4, 925, 355	5	26, 607, 591
Netherlands.....	16	4, 538, 224	12	6, 680, 409
Victoria.....	17	4, 274, 113	17	3, 641, 205
Denmark.....	18	3, 563, 973	18	2, 921, 024
Roumania.....	19	3, 010, 533	31	400, 340
Cape of Good Hope.....	20	2, 611, 076	19	2, 900, 169
Egypt.....	21	2, 490, 525	27	866, 543
Netherlands East Indies.....	22	2, 299, 380	21	2, 196, 289
Portugal.....	23	1, 604, 788	13	6, 438, 170
Norway.....	24	1, 368, 783	14	5, 348, 804
New Zealand.....	25	924, 770	23	1, 499, 478
Luxemburg.....	26	683, 528	33	303, 885
Uruguay.....	27	552, 419	34	234, 102
Bosnia-Herzegovina.....	28	448, 000	29	699, 963
Bulgaria.....	29	433, 575	28	772, 155
Tunis.....	30	372, 962	25	1, 125, 799
Bolivia.....	31	66, 004	24	1, 154, 940
Dominican Republic.....	32	49, 794	30	472, 857
Siam.....	33	15, 996	32	358, 641
Chile.....	.....	.....	20	2, 668, 273
Kongo.....	.....	.....	35	14, 605

Number of articles received and dispatched in the international mails.

A.—RECEIVED.

Country.	Letters.		Post cards.		Prints and commercial papers.		Samples.	
	Rank.	Number.	Rank.	Number.	Rank.	Number.	Rank.	Number.
Germany	1	75,786,010	2	16,038,650	2	30,865,700	1	4,422,710
Austria	2	55,543,510	1	17,255,220	4	12,849,220	2	2,406,290
United States	3	51,919,924	6	3,285,928	1	50,714,137	4	1,811,236
France	4	49,322,394	10	2,192,340	3	25,759,097	3	1,835,184
Hungary	5	19,092,680	8	7,159,980	13	5,123,930	9	530,990
Italy	6	18,629,043	9	2,678,328	7	9,625,114	6	1,032,576
Switzerland	7	18,315,882	4	4,135,521	5	11,262,336	7	1,018,473
Russia	8	15,879,159	5	3,890,295	9	8,342,594	10	513,416
Belgium	9	14,784,640	7	8,256,757	6	10,612,826	5	1,322,100
Netherlands	10	12,106,141	8	2,997,841	11	6,169,356	8	828,046
Spain	11	11,996,462	19	208,205	8	9,249,216	11	467,180
Argentine Republic	12	8,839,135	28	30,265	14	4,767,651	.....	.....
Sweden	13	7,790,296	13	538,395	19	2,592,967	12	415,163
New South Wales	14	5,871,076	26	51,410	15	4,647,038	.....	.....
British India	15	5,453,310	.....	.....	10	6,981,408	.....	.....
Denmark	16	4,483,304	12	687,288	28	1,410,684	14	342,822
Norway	17	4,308,900	14	433,200	18	2,658,300	15	185,900
Cape of Good Hope	18	3,608,488	24	60,996	16	4,535,128	21	56,148
Portugal	19	3,547,172	20	159,702	21	2,371,673	17	134,032
Roumania	20	2,800,653	11	697,584	20	2,577,888	18	137,450
Greece	21	2,650,284	22	78,196	25	1,626,598	25	34,322
Tunis	22	2,616,120	25	57,456	24	1,845,432	18	122,660
New Zealand	23	1,970,088	31	5,477	12	5,856,737	13	364,580
Egypt	24	1,884,000	21	90,000	22	2,139,000	22	56,090
Bosnia-Herzegovina	25	1,536,017	15	395,628	29	1,299,046	24	45,785
Bulgaria	26	1,418,388	18	224,970	27	1,465,500	19	80,779
Turkey	27	1,316,182	27	35,595	31	725,355	29	23,043
Luxemburg	28	1,313,078	16	385,758	30	854,598	23	50,650
Japan	29	1,202,970	17	816,914	32	707,296	26	25,441
Uruguay	30	1,101,899	30	7,743	17	3,773,643	27	25,003
Chile	31	863,598	29	9,064	23	2,059,114	28	22,689
Netherlands East Indies	32	836,817	23	64,981	26	1,570,454	20	65,002
Hawaii	33	287,040	.....	.....	34	314,412	.....	.....
Bolivia	34	142,899	32	3,063	35	168,396	30	5,323
Siam	35	104,567	35	2,180	36	120,066	33	2,997
Costa Rica	36	102,371	34	2,303	33	327,780	31	4,098
Dominican Republic	37	88,137	36	712	37	61,542	32	2,120
Kongo	38	50,020	33	2,444	38	47,020	34	416

B.—DISPATCHED.

Germany	1	82,124,120	2	15,219,850	3	38,966,340	2	3,734,449
Austria	2	61,711,430	1	21,648,240	4	19,832,420	3	2,956,990
United States	3	58,069,812	8	2,679,545	1	56,769,664	9	712,365
France	4	53,242,072	10	2,123,265	2	52,911,777	1	3,974,690
Italy	5	18,661,565	6	3,054,864	7	9,575,614	6	953,777
Hungary	6	16,647,120	3	7,191,520	12	3,626,040	10	455,039
Switzerland	7	16,311,594	4	5,846,783	9	6,636,071	8	799,365
Belgium	8	15,580,890	5	4,225,280	5	11,773,047	5	1,122,586
Russia	9	13,964,622	9	2,292,471	11	5,160,090	7	904,741
Netherlands	10	10,069,555	7	2,988,934	10	5,762,733	4	1,162,340
Spain	11	8,883,386	18	199,464	6	10,057,121	11	370,546
New South Wales	12	6,143,410	21	81,000	8	8,794,958	.....	.....
Argentine Republic	13	5,829,328	26	53,952	13	3,086,802	.....	.....
Sweden	14	5,027,978	13	454,677	21	966,524	20	38,575
British India	15	4,708,422	.....	.....	15	1,606,305	.....	.....
Denmark	16	4,660,620	12	759,068	19	1,077,412	13	173,367
Cape of Good Hope	17	3,562,884	25	69,106	14	1,615,968	17	80,756
Portugal	18	3,485,207	20	145,755	16	1,483,478	19	61,060
Norway	19	3,288,480	15	351,858	25	794,118	23	36,491
Roumania	20	2,795,270	11	936,491	24	816,867	13	226,066
Tunis	21	2,201,652	27	43,128	26	788,652	18	68,666
Greece	22	2,031,037	28	76,942	18	1,161,586	28	15,154
Egypt	23	1,893,000	22	79,000	28	655,000	15	32,697
Bosnia-Herzegovina	24	1,660,513	16	259,297	32	255,417	27	15,825
New Zealand	25	1,612,755	32	4,482	17	1,449,504	16	99,729
Turkey	26	1,101,692	28	28,389	30	435,204	24	30,253
Japan	27	1,095,080	17	301,844	27	737,178	26	34,715
Luxemburg	28	1,063,212	14	410,302	39	473,238	25	25,000
Bulgaria	29	963,252	19	166,390	31	343,978	21	34,841

Number of articles received and dispatched in the international mails—Continued.

B.—DISPATCHED—Continued

Country.	Letters.		Post cards.		Prints and commercial papers.		Samples.	
	Rank.	Number.	Rank.	Number.	Rank.	Number.	Rank.	Number.
Victoria	30	912,350	.....	.....	20	1,083,393	14	159,792
Uruguay	31	812,411	31	5,811	23	877,494	29	4,270
Chile	32	803,564	29	14,160	22	903,243	30	2,197
Netherlands East Indies	33	639,660	24	75,389	33	213,356	23	30,657
Hawaii	34	231,640	.....	.....	35	88,188	.....	.....
Bolivia	35	114,359	33	3,488	37	82,547	33	335
Siam	36	83,361	35	2,377	36	42,494	32	416
Costa Rica	37	79,190	34	3,020	34	130,330	31	529
Dominican Republic	38	70,607	36	515	38	14,739	34	179
Kongo	39	48,920	30	10,564	39	1,940	35	64

Parcels-post.

PARCELS RECEIVED IN THE INTERNATIONAL MAILS.

Country.	Rank.	Number of parcels received.			Value of parcels with declared value.
		Total.	Ordinary.	With declared value.	
Hungary	1	5,125,400	4,572,500	552,840	\$9,945,811.10
Germany	2	3,994,934	3,651,723	343,211	66,857,608.64
Austria	3	2,861,580	2,570,860	290,720	8,769,336.17
Switzerland	4	1,996,711	1,894,721	101,990	12,123,872.07
France	5	1,442,536	1,400,596	41,940	1,591,086.96
Italy	6	785,405	711,315	74,090	1,311,312.21
Great Britain	7	777,923	704,134	73,789	.....
Belgium	8	619,503	608,479	11,024	24,121.14
Denmark	9	472,599	455,434	17,165	6,017,963.02
Netherlands	10	437,487	425,420	12,067	989,400.99
Roumania	11	434,348	396,204	38,144	2,034,837.60
Spain	12	288,078	288,078	.....	.....
Romania-Herzegovina	13	221,760	115,526	106,234	4,255,903.02
Luxemburg	14	136,224	181,033	5,195	618,408.47
Russia	15	133,759	91,563	42,196	4,365,527.84
Norway	16	130,000	123,300	6,700	3,269,098.26
Sweden	17	128,837	118,187	10,650	2,006,490.58
British India	18	104,636	104,636	.....	.....
Tunis	19	87,244	87,244	.....	.....
Egypt	20	72,300	66,500	5,800	14,552.20
Cape of Good Hope	21	61,585	61,585	.....	.....
Bulgaria	22	57,398	54,736	2,660	75,610.06
Portugal	23	51,446	49,647	1,799	96,297.61
New South Wales	24	33,364	.....	33,364	282,149.97
Netherlands East Indies	25	27,666	27,666	.....	.....
Victoria	26	22,904	.....	22,904	.....
New Zealand	27	19,454	19,454	.....	.....
Greece	28	19,132	19,132	.....	.....
Argentine Republic	29	18,813	18,813	.....	.....
Uruguay	30	6,900	.....	.....	.....
Chile	31	5,748	5,748	.....	.....
Costa Rica	32	5,251	5,251	.....	.....
Kongo	33	2,972	2,972	.....	.....
Siam	34	1,101	1,101	.....	.....
Japan	35	1,092	1,092	.....	.....

Parcels-post—Continued.

PARCELS DISPATCHED IN THE INTERNATIONAL MAILS.

Country.	Rank.	Number of parcels received.			Value of parcels with declared value.
		Total.	Ordinary.	With declared value.	
Germany	1	6,147,827	5,949,715	198,112	\$24,596,773.06
Austria	2	3,041,300	2,599,280	442,020	20,476,953.97
France	3	2,870,094	2,734,311	135,783	3,967,340.55
Hungary	4	1,842,100	1,494,200	347,900	7,794,691.00
Switzerland	5	1,180,174	1,002,610	177,564	21,598,378.52
Great Britain	6	1,013,680	1,013,680		
Italy	7	434,611	417,916	16,695	948,889.90
Belgium	8	392,026	382,257	9,796	25,380.20
Netherlands	9	206,687	197,204	9,483	947,500.88
British India	10	105,722	105,722		
Bosnia-Herzegovina	11	79,687	39,589	40,098	3,523,047.09
Luxemburg	12	76,024	71,409	4,615	723,088.83
Denmark	13	72,845	64,038	8,807	2,184,122.13
Spain	14	60,675	60,675		
Egypt	15	52,900	46,900	8,000	23,590.60
Russia	16	44,911	7,832	36,979	1,070,068.38
Sweden	17	36,453	23,611	2,842	6,782,456.37
Tunis	18	34,640	34,640		
Victoria	19	32,284		32,284	
New South Wales	20	26,971		26,971	213,989.90
Norway	21	25,816	21,970	3,846	1,866,891.37
Roumania	22	22,747	14,107	8,640	500,256.00
Cape of Good Hope	23	16,323	16,323		
Argentine Republic	24	7,738	7,738		
New Zealand	25	7,296	7,296		
Netherlands East Indies	26	6,829	6,829		
Bulgaria	27	4,896	4,264	632	525,020.00
Greece	28	4,637	4,637		
Portugal	29	3,293	3,237	56	1,793.35
Chile	30	2,288	2,288		
Uruguay	31	2,123	2,123		
Siam	32	489	489		
Japan	33	372	372		
Costa Rica	34	317	317		
Kongo	35	88	88		

Postal income and expenditure.

Country.	Rank.	Income.	Country.	Rank.	Expenditure.
Germany	1	\$78,499,304.05	United States	1	\$86,790,172.82
United States	2	78,982,139.19	Germany	2	71,314,511.95
Great Britain	3	55,320,410.25	Great Britain	3	88,990,212.22
France	4	43,402,240.80	France	4	34,619,575.78
Russia	5	30,936,091.20	Russia	5	22,502,956.20
Austria	6	21,946,392.36	Austria	6	20,341,433.79
Italy	7	9,785,232.57	Italy	7	9,862,220.64
Hungary	8	8,092,008.47	British India	8	6,338,110.73
British India	9	7,938,635.00	Hungary	9	5,863,996.23
Japan	10	5,693,316.04	Argentine Republic	10	5,243,620.86
Switzerland	11	4,977,747.03	Canada	11	4,772,356.52
Spain	12	4,612,830.94	Switzerland	12	4,097,415.94
Belgium	13	3,814,415.00	Japan	13	4,088,919.46
Canada	14	3,733,035.93	New South Wales	14	3,483,722.40
Argentine Republic	15	3,523,442.80	Netherlands	15	2,663,276.45
Victoria	16	3,205,822.24	Victoria	16	2,556,090.07
Netherlands	17	3,157,044.93	Sweden	17	2,248,785.66
New South Wales	18	3,095,431.34	Spain	18	2,148,503.77
Sweden	19	2,471,590.25	Belgium	19	2,105,788.02
Denmark	20	1,780,598.60	Denmark	20	1,675,567.08
Roumania	21	1,664,842.79	Roumania	21	1,561,444.05
Portugal	22	1,391,324.26	Cape of Good Hope	22	1,282,322.80
New Zealand	23	1,179,982.23	Portugal	23	1,033,906.00
Cape of Good Hope	24	1,112,619.09	Norway	24	972,658.06
Norway	25	958,480.55	New Zealand	25	894,344.86
Turkey	26	924,006.69	Netherlands East Indies	26	787,819.08
Egypt	27	553,750.00	Bulgaria	27	565,450.27
Bulgaria	28	525,637.07	Egypt	28	477,314.06
Netherlands East Indies	29	464,767.83	Chile	29	372,670.38
Chile	30	337,561.04	Turkey	30	336,654.00
Greece	31	314,068.04	Uruguay	31	321,878.63
Uruguay	32	283,968.62	Greece	32	309,877.62
Luxemburg	33	234,087.24	Luxemburg	33	257,666.80
Bosnia-Herzegovina	34	200,812.40	Bosnia-Herzegovina	34	220,894.77
Tunis	35	185,390.23	Tunis	35	184,380.88
Bolivia	36	74,145.63	Bolivia	36	122,345.72
Kongo	37	28,136.39	Siam	37	41,566.79
Siam	38	19,440.31			

Postal surplus and deficiency.

Country.	Rank.	Surplus.	Country.	Rank.	Deficiency.
Great Britain	1	\$16,230,199.30	United States	1	\$9,807,043.63
France	2	8,782,665.02	Argentine Republic	2	1,721,178.06
Russia	3	8,453,485.00	Canada	3	1,039,320.59
Germany	4	7,184,822.10	New South Wales	4	458,241.06
Spain	5	2,464,317.17	Netherlands East Indies	5	278,051.26
Hungary	6	2,223,068.24	Cape of Good Hope	6	119,708.71
Belgium	7	1,708,636.98	Bolivia	7	48,099.06
Austria	8	1,604,953.57	Bulgaria	8	40,413.20
Japan	9	1,604,396.58	Uruguay	9	37,910.31
British India	10	1,600,524.27	Chile	10	35,109.34
Victoria	11	649,732.17	Luxemburg	11	23,579.56
Turkey	12	602,252.66	Siam	12	22,136.48
Netherlands	13	494,208.48	Bosnia-Herzegovina	13	20,082.37
Switzerland	14	360,331.09	Norway	14	14,172.51
New Zealand	15	265,627.86			
Portugal	16	267,418.26			
Sweden	17	227,864.59			
Denmark	18	166,081.52			
Roumania	19	163,496.74			
Egypt	20	76,455.96			
Greece	21	4,210.51			
Tunis	22	1,009.35			
Italy		(a)			

a There is a surplus, but it is impossible to show it, as the figures given as "income" only relate to postal receipts, while the figures given as "expenditure" cover the postal and telegraph expenses.—NOTE OF THE INTERNATIONAL BUREAU.

Subsidies paid to steamship companies. a

Country.	Rank.	Annual sub-sidy.	Country.	Rank.	Annual sub-sidy.
France	1	\$4,965,065.06	New South Wales	8	\$193,330.09
Great Britain	2	3,462,617.82	Victoria	9	121,784.54
Italy	3	1,850,824.08	New Zealand	10	75,606.97
Spain	4	1,044,456.55	Netherlands East Indies	11	63,788.43
Cape of Good Hope	5	431,777.68	Denmark	12	53,649.57
British India	6	317,245.68	Belgium	13	52,747.46
Netherlands	7	232,232.60	Greece	14	23,732.00

a The amounts given in this table are the sums which were reported to the International Bureau as bona fide subsidies paid to the steamship companies, irrespective of the quantity of mail carried. Other countries, e. g., Germany, Austria, Russia, etc., pay large subsidies to steamship companies, but the amounts were not reported to the International Bureau.



REPORT
OF THE
THIRD ASSISTANT POSTMASTER-GENERAL
FOR THE
YEAR ENDING JUNE 30, 1897.

REPORT

OF THE

THIRD ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
OFFICE OF THIRD ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., October 7, 1897.

SIR: I have the honor to submit a report of the work of this Bureau for the year ending June 30, 1897:

FINANCIAL STATEMENT.

The postal revenue for the year and the total actual expenditures are as follows:

Ordinary postal revenue, consisting of—

Sales of postage stamps, stamped envelopes, newspaper wrappers, and postal cards.....	\$78, 959, 545. 66
Receipts from box rents.....	2, 522, 851. 21
Letter postage paid in money (made up principally of balances due from foreign postal administrations).....	154, 322. 81
Miscellaneous receipts.....	23, 545. 66
Fines and penalties.....	26, 579. 29
Receipts from unclaimed dead letters.....	11, 437. 04
Total ordinary postal revenue.....	81, 698, 281. 67
Receipts from money-order business.....	967, 181. 06
Total revenue from all sources.....	82, 665, 462. 73
Expenditures:	
Actual amount of expenditures for the service of the year ending June 30, 1897 (which includes all the expenditures made on account of the year up to three months after its close).....	\$93, 781, 278. 86
Amount of expenditures on account of previous years.....	295, 954. 52
Total expenditures.....	94, 077, 242. 38
Excess of expenditures over receipts.....	11, 411, 779. 65

The outstanding liabilities at the close of the year's business and the cost of transporting the mails over the subsidized Pacific railroads, (the latter item amounting to \$1,575,806.25,) are not included in the foregoing statement.

Excluding these, the following comparisons with the totals of the preceding year are presented:

Total receipts for 1896.....	\$82, 499, 208. 40
Total receipts for 1897.....	82, 665, 462. 73
Increase for 1897.....	166, 254. 33
Per cent of increase.....	0. 2

Total expenditures for 1896.....	\$90,626,296.84
Total expenditures for 1897.....	94,077,242.38
Increase for 1897.....	3,450,945.54
Per cent of increase.....	3.8
Total deficiency for 1896.....	8,127,088.44
Total deficiency for 1897.....	11,411,779.65
Increase of deficiency for 1897.....	3,284,691.21
Per cent of increase.....	40.4

A detailed statement of postal receipts and expenditures by items will be found in Tables Nos. 2, 3, and 4, appended to this report.

LOSSES BY BAD DEBTS AND COMPROMISES.

During the year, in cases where compromises with debtors were found to be necessary, and in others where outstanding debts proved to be uncollectible, the Department suffered losses amounting altogether to \$19,799.76.

AMOUNTS DRAWN FROM THE TREASURY.

The following amounts were drawn from the general Treasury within the last fiscal year on account of special and deficiency appropriations, viz:

For deficiency in the postal revenue for 1894, under act approved March 3, 1893.....	\$2,112.82
For deficiency in the postal revenue for 1895, under act approved July 16, 1894.....	625,000.00
For deficiency in the postal revenue for 1896, under act approved February 28, 1896.....	4,530,600.56
For deficiency in the postal revenue for 1897, under act approved June 9, 1896.....	6,000,000.00
Total drawn during the year.....	11,157,713.38

TRANSACTIONS AT TREASURY DEPOSITORIES.

The account during the year shows the following receipts and disbursements at Treasury depositories, viz:

Amount of outstanding warrants June 30, 1896.....	\$97,529.10
Balance subject to draft June 30, 1896.....	4,077,734.84
Deposits:	
On account of postal revenue.....	\$32,067,074.81
On account of grants from the general Treasury..	11,157,713.38
	43,224,788.19
Counter entry receipts fiscal year 1896.....	32.40
	43,224,755.79
Total.....	47,302,490.63
Amount of warrants paid during the year ending June 30, 1897.....	43,274,401.93
Balance at depositories June 30, 1897.....	4,028,088.70
Amount of outstanding warrants June 30, 1897.....	79,677.40
Balance subject to draft June 30, 1897.....	3,948,411.30

Of the \$32,067,074.81 deposits on account of postal revenue, \$30,038.74 came through national-bank depositories. The balance remaining in national-bank depositories at the close of the year was \$10,047.57.

APPROPRIATIONS, EXPENDITURES, AND ESTIMATES FOR THE SERVICE OF THE THIRD ASSISTANT POSTMASTER-GENERAL'S OFFICE.

The appropriations for the service of this office during the year amounted to \$1,321,700, exclusive of the amount paid messengers of the special-delivery system. No specific appropriation was made for this purpose, the compensation of messengers being payable by law out of the receipts of the system. The expenditure out of the appropriations was \$1,172,625.77 (a decrease, as compared with 1896, of \$34,175.33, or 2.8 per cent), leaving an unexpended balance of \$149,074.23, or 11.2 per cent of the total amount appropriated.

The increase of expenditure for the compensation of special-delivery messengers was \$15,010.44, or 4.7 per cent.

The estimates of appropriation for the service of this office during the fiscal year ending June 30, 1899, amount to \$1,288,000, which is \$33,700 less than the appropriation for the current year and \$115,374.23 more than the actual expenditures for the past year. Details of these estimates will be found in Table No. 1, attached to this report.

FINANCE DIVISION.

The operations of this division during the year will appear from the following statement:

The number of accounts of contractors and other creditors of the Government on account of mail service received and examined was 132,135, requiring the drawing, recording, and mailing of the same number of warrants; the total amount paid by these warrants was \$43,256,550.23; the number of drafts drawn on account of balances due present and late postmasters was 7,013, amounting to \$1,444,435.74, making a total amount covered by warrants and drafts of \$44,700,985.97. The number of new contracts for mail service received, examined, and entered in books kept in this division was 7,246, and the number of orders of the Postmaster-General affecting the mail service entered in ledgers was 26,694.

Transcripts were received weekly from the United States Treasury and 9 subtreasuries, and monthly from 54 designated national bank depositories, comprehending financial transactions aggregating \$43,224,788.19.

Accounts were also kept with the Treasurer and assistant treasurers and with all these designated depositories.

About 14,000 circulars were sent to postmasters, containing instructions relative to the deposit of their postal balances.

The number of letters written on subjects pertaining to the different branches of work assigned to the division was 2,960, and the number of cases for investigation of the accounts of present and late postmasters, made up and placed in the hands of the Fourth Assistant Postmaster-General (division of mail depredations and post-office inspectors), was 294.

FUNDS RECEIVED AT THE DEPARTMENT AND TURNED OVER TO THE FINANCE DIVISION DURING THE FISCAL YEAR.

The money received from postmasters erroneously remitting to this office balances due the Government, from collections made by the chief post-office inspector on account of defaulting postmasters, and the recovery of postal remittances lost in transit, from stamp collectors and others for the purchase of stamps, stamped envelopes, etc., and

from bills of exchange covering balances due by foreign postal administrations, amounted to \$94,083.01, the disposition of which is accounted for as follows:

Amount received.....	\$94, 083. 01
Amount deposited with the Treasurer of the United States at Washington, D. C.....	37, 804. 81
Amount deposited with the assistant treasurer of the United States at New York, N. Y.....	55, 945. 19
Amount returned to remitters	166. 26
Amount used in the purchase of stamps, stamped envelopes, and postal cards, which were sent to the persons ordering them.....	166. 75
Total	94, 083. 01

DEAD-LETTER FUND.

The money taken from dead letters for which no owners could be found, and that realized from the auction sale of unclaimed articles accumulated in the Dead-Letter Office, aggregated \$11,454.82.

This money was disposed of as follows:

Amount received.....	\$11, 454. 82
Amount in current funds deposited in the Treasury at Washington, D. C.....	11, 282. 33
Amount realized from the sale of foreign and uncurrent funds by the postmaster at New York, and deposited with the assistant treasurer at New York	154. 71
Total amount deposited	11, 437. 04
Amount of loss sustained in the sale of uncurrent funds, from counterfeits, and from mutilated minor coin.....	17. 78
Total	11, 454. 82

SPECIAL-DELIVERY SYSTEM.

I present here statistics showing the business transacted under the special-delivery system during the year:

Number of pieces of mail matter received for special delivery at all the letter-carrier offices, 3,629,851, of which 2,865,293, or 78.9 per cent, were transmitted through the mails from one post-office to another, and 764,558, or 21.1 per cent, were local or drop letters.

There were 1,846 messengers employed at these offices during the year. The average time required in making delivery was seventeen minutes.

From the report of the Auditor for the Post-Office Department it appears that the total number of pieces of special-delivery matter on which fees were paid was 4,162,979, which, being about 95 per cent of the entire number received for delivery, leaves 219,104 as the number delivered by salaried employees, to whom no fees were paid, together with the number that it was found impossible to specially deliver, making the aggregate number of pieces of special-delivery matter transmitted in the whole country 4,382,083. This shows an increase of 4.7 per cent over the previous year's business.

The value of the special-delivery stamps used on this matter amounted to \$438,208.30, and the amount paid for making deliveries was \$333,038.34, leaving a profit to the Government on the year's business, after deducting \$529.56 as the cost of manufacturing the stamps, of \$104,640.40.

The increase of special-delivery business since the advent of the system, in 1886, is as follows:

Increase in—	Per cent	Increase in—	Per cent.
1887.....	24.0	1893.....	21.9
1888.....	17.7	1894.....	1.8
1889.....	11.9	1895.....	7.6
1890.....	10.2	1896.....	13.1
1891.....	23.2	1897.....	4.7
1892.....	21.4		

Special-delivery statistics for all the free-delivery post-offices for the year will be found in Table No. 18, appended to this report.

THE STAMP DIVISION.

During the year the total number of pieces of stamped paper issued to postmasters through the agency of this division was 4,201,737,904, in value \$79,631,561.61, a net increase over the issue of the previous year of 6,072,381, or 0.14 per cent, in number, and \$45,345.72, or 0.57 per cent, in value. In detail these issues, and their comparative volume and value with those of the previous year, are found in Table No. 8, annexed.

VALUE OF STAMPED ENVELOPES OVER THEIR COST.

The gross selling value of stamped envelopes and newspaper wrappers issued was \$11,805,960.61, and their postage value was \$10,790,820, leaving \$1,015,140.61 as the cost of their manufacture and distribution. The contract cost was \$719,113.92, after having deducted \$86.67 for envelopes misprinted or otherwise imperfect, leaving \$296,026.69 to defray the expense of distribution, in contrast with \$309,863.10 for the previous year.

OTHER ISSUES THROUGH THE STAMP DIVISION.

There were issued during the year 71,364,200 unstamped envelopes for official use. Of these 934,900 were registered-package envelopes, No. 8, large size; 11,651,800 were No. 7, small size; 1,156,500 were No. 9, tag envelopes for registered parcels; and the remaining 57,621,000 were envelopes of the "penalty" class, used by postmasters and others for official inclosures.

There were also issued by this division 2,547 manifold newspaper and periodical receipt books and 3,094 single-leaf receipt books, with stubs, a total of 5,641.

STAMPED LETTER SHEETS.

Though there were 36,879 letter sheets, amounting to \$848.22, sold during the year, there were no issues, as explained in last year's report.

On the termination of the contract for furnishing letter-sheet envelopes, June 23, 1894, the engraved dies and plates from which they had been produced were turned over to the Bureau of Engraving and Printing, and there were left in the hands of the contractors 43,500 finished sheets and 116,976 unfinished or unsalable ones. As letter-sheet envelopes are no longer in demand, steps have recently been taken to have these unissued ones sent to the Department for destruc-

tion, for which the contractors, under the terms of the contract, will be paid as for waste paper. The original dies it is proposed to keep; but the plates will be destroyed.

REQUISITIONS FILLED.

The number of requisitions of all kinds filled is shown in the following table:

For—	1896.	1897.	Increase.	Decrease.	Percent.
Stamps:					
Ordinary.....	205,070	210,521	5,451		2.6
Postage-due.....	19,882	18,374		1,508	7.5
Newspaper and periodical.....	12,071	12,597	526		4.0
Envelopes:					
Ordinary stamped.....	91,562	96,987		4,575	4.9
Request stamped.....	212,020	207,149		5,871	2.7
Registered package.....	55,187	47,037		8,150	14.7
Tag.....	10,061	8,670		1,391	13.8
Penalty.....	43,806	29,507		4,299	9.8
Postal cards.....	80,962	80,108		854	1.0
Newspaper and periodical receipt books.....	3,269	3,544	275		8.4
Total.....	725,890	715,494		20,396	2.7

PARCELS SENT.

The number of parcels in which the foregoing supplies were packed and mailed is as follows:

Articles.	Number of parcels sent.		Increase.	Decrease.	Percent.
	1896.	1897.			
Ordinary stamps.....	213,092	218,567	5,475		2.5
Postage-due stamps.....	19,900	18,393		1,507	7.5
Newspaper and periodical stamps.....	12,071	12,597	526		4.0
Ordinary stamped envelopes.....	137,962	121,569		16,413	11.8
Special-request envelopes.....	165,497	162,293		3,204	1.9
Postal cards.....	106,191	106,261	2,070		1.9
Registered-package envelopes.....	57,024	51,036		6,588	11.4
Registry-tag envelopes.....	9,928	8,579		1,349	13.5
Penalty envelopes.....	68,307	61,108		7,198	10.5
Newspaper and periodical receipt books.....	3,269	3,388	119		3.6
Total.....	794,661	766,792		28,009	3.5

REDEMPTIONS.

Claims for the redemption of stamped paper received from postmasters during the year, and their disposal, are as follows:

Claims presented.....	10,750
Claims allowed.....	10,155
Claims rejected.....	595
Value of redemptions.....	\$215,166.42
Decrease of cases this year.....	935
Decrease in value.....	\$40,204.21
Value of letter sheets included.....	\$194.26

DISTRIBUTION OF POSTAL CARDS.

The number of postal cards issued from the Castleton agency and each of the subagencies is:

Kind.	Main agency.	Cincinnati subagency.	St. Louis subagency.	Washington subagency.	Total.
A	342, 000	284, 500	345, 500	69, 500	1, 021, 500
B		1, 193, 500			1, 193, 500
D	3, 209, 000	991, 000	1, 104, 000	171, 500	5, 477, 500
E	250, 250	26, 450	80, 300	76, 250	433, 250
F	1, 250	4, 500	1, 000	250	7, 000
G	290, 638, 000	91, 900, 500	101, 069, 500	31, 867, 500	515, 475, 500
Total.....	294, 440, 500	94, 380, 450	102, 602, 300	82, 185, 000	523, 608, 250

WATERMARKED STAMPS.

Since the last report, the remaining denominations of stamps have been issued on watermarked paper, as follows:

Newspaper and periodical, \$2	Jan. 23, 1897
Newspaper and periodical, \$50	July 31, 1897
Postage-due, 30-cent	Aug. 21, 1897

POSTAGE ON SECOND-CLASS MATTER.

The weight of second-class matter sent in the mails during the year (not including matter circulated free within the county of publication) was 310,658,155 pounds, and the amount of postage collected was \$3,106,581.55. This was an increase in weight of 14,017,804 pounds, and in postage collected of \$140,178.04, or 4.73 per cent, as compared with the preceding year. Estimating, as heretofore, that 15 per cent of all second-class mail is sent free of postage within the respective counties of publication, the number of pounds of such matter may be placed at 54,822,027. Adding this to the number of pounds on which postage was paid, as above, makes the total weight of second-class matter mailed 365,480,182 pounds, or over 182,740 tons.

The number of registered packages receipted for and disposed of during the year (in connection with the newspaper and periodical work) was 35,763, to which should be added 564 cases received in open mail, making a total of 36,327 packages handled.

The number of post-offices at which second-class matter was mailed is 9,302, and the increase in number over the preceding year is 359, or 4 per cent.

DESTRUCTION OF OLD DIES, ROLLS, AND PLATES OF POSTAL CARDS, STAMPED ENVELOPES, AND POSTAGE STAMPS.

Under your orders of June 25, 1897, quite a large number of old stamped-envelope dies, and of rolls and plates of former issues of postage stamps and postal cards, were destroyed under my direction by being melted in one of the blast furnaces of the Washington Navy-Yard soon after the close of the fiscal year. At the same time the original postal card and postage-stamp dies, which it was deemed best to preserve, were turned over for safe-keeping to the Bureau of Engraving and Printing. My own report and other papers giving a full account of this transaction will be found appended hereto, marked No. 17.

NEW CONTRACT FOR POSTAL CARDS.

On the 8th day of July last, as you are aware, the Department began advertising in prominent newspapers of the country for proposals for a new postal-card contract, to run for four years from the 1st of December, 1897, when the contract of C. C. Woolworth, extended two months from the 30th of September, was to terminate, the advertisement being published for four weeks.

Ample time was thus given to intending bidders to look into the matter thoroughly, and also to the successful one to make the necessary preparations for carrying out the contract.

Bids were invited for three kinds of cards—the ordinary single card, a smaller single card, and the double or reply card—to be made either of paper of a standard prescribed by the Department or of a kind satisfactory to the Department that might be submitted by bidders; and special efforts were made to secure a genuine competition among paper-makers and others. The result of the bidding was that, while many good papers were submitted differing from the Government standard, it was not found expedient to adopt any of them, quality, price, and other things being taken into consideration. The contract was therefore awarded on the Government standard of paper to Albert Daggett, of this city, a former contractor, whose bid was the lowest therefor. The contract has since been formally entered into for four years at the following prices a thousand :

	Cents.
For the ordinary single card.....	23. 95
For the smaller single card.....	20
For the double or reply card.....	47

The saving to the Government resulting from this arrangement is estimated to be about \$50,000 a year for the four years of the contract as compared with prices under the old contract.

The paper for the cards will be made at Piedmont, W. Va., where the printing, boxing, and shipping will also be done.

A copy of the contract is hereto appended, marked No. 19.

CHANGES IN POSTAL CARDS.

The new sizes of postal cards to be issued under the contract referred to in the foregoing paragraph are as follows:

Ordinary single card, both domestic and international, $3\frac{1}{4}$ by $5\frac{1}{2}$ inches; smaller single card, domestic only, $2\frac{1}{8}$ by $4\frac{1}{8}$ inches; double or reply card, both domestic and international, $5\frac{1}{2}$ by $6\frac{1}{2}$ inches.

The smaller card here referred to is an entirely new issue; the other single card is just one-fourth of an inch narrower than the G card in current use; and the double or reply card is correspondingly changed.

Beginning on the 1st of December, when the new contract goes into effect, the imprint upon the cards will be after the following description:

Large single card.—To the right in the upper corner is a portrait of Thomas Jefferson, three-quarters face, looking to the left, exactly as now appears upon the ordinary 1-cent card, but surrounded by a somewhat fuller olive wreath, and having at the bottom, in very small capitals on a curved tablet, the name "Jefferson." To the left of the portrait are three straight lines of lettering. The first, which is 2 inches long, is made up of the words, "Postal Card—one cent," in Gothic capitals about one-sixteenth of an inch high, with the beginning letter of each word, however, twice that height. The second line, $3\frac{1}{4}$ inches long, contains the words "United States of America," in ornamental white capitals three-sixteenths of an inch high, upon a plain black tablet

one-fourth of an inch wide, surrounded by a single fine black line, with a heart-shaped finial at either end, and a semicircular ornament at the bottom, having a straight line extension from each side running parallel with the tablet. The third line, $2\frac{1}{4}$ inches long, is made up of the words, "This side is for the address only," in very small Gothic capitals.

Small single card.—In the upper right-hand corner is a portrait of John Adams, three-quarters face, looking to the left, surrounded by an olive wreath, and with the name "John Adams" upon a scroll at the bottom. To the left of the portrait are three lines of ordinary Roman capitals. The first, $2\frac{1}{4}$ inches long, contains the words "Postal Card—one cent," the beginning letter of each word being larger than the other letters. The second line, $3\frac{1}{8}$ inches long, contains the words "United States of America," in capitals exactly like the large letters in the line above. The third line, $2\frac{1}{4}$ inches long, contains in quite small letters, "This side is for the address only." Between the second and third lines is an ornamental dash $1\frac{1}{8}$ inches long.

The single international, the double domestic, and the double international cards, though, as before stated, changed slightly as to size, will be unchanged in their designs.

WORK OF THE CLASSIFICATION DIVISION.

During the fiscal year there were 6,556 applications for entry to the second-class of mail matter of newspapers and periodical publications. Of this number 6,179 were accepted and 377 rejected. Percentage of exclusions, 5.75.

Of those accepted for entry 4,496 were in the first year of their issue, while 1,683 were old publications, reentered on account of change of name, frequency of issue, place of publication, or something else affecting their classification.

About an equal number of communications were received relating to mail matter of the first, third, and fourth classes, or a total number of about 12,000 communications handled by the division.

THIRD-CLASS POSTAGE COLLECTED ON MATTER IMPROPERLY MAILED AT THE POUND RATE.

The law prohibiting the mailing of matter of a high class with that of a lower unless postage be paid thereon at the higher rate, is not infrequently violated. Where it is done knowingly with a view of evading payment of proper postage, the sender becomes liable to a fine; but in most cases, the parties either violate the law through ignorance or attempt to secure regular entry to the second-class of publications not entitled to that privilege. The amount of third-class postage collected during the year on matter mailed in this manner was \$2,803.87.

DIVISION OF REGISTRATION.

The following statement briefly shows the amount of registry business transacted at all post-offices during the year:

Domestic letters registered.....	9,427,931
Domestic parcels registered.....	1,241,842
Letters for foreign destinations registered.....	905,025
Parcels for foreign destinations registered.....	115,608
Total paid registrations.....	11,690,406
Pieces of matter registered free.....	2,868,677
Total registrations, paid and free.....	14,559,083
Amount collected in registry fees.....	\$935,232.48

As compared with the business of 1896, the foregoing figures show a decrease in the number of domestic registrations of 485,082, and in the number of registrations to foreign countries of 16,873. There is also a decrease of 45,298 in the number of free registrations, and in the fees collected on paid matter a falling off of \$40,156.40. The decrease of business altogether is at the rate of about 4 per cent.

LOSSES.

The chief post-office inspector reports that during the year his office received 5,534 complaints relating to registered matter originating in this country and addressed to offices therein.

Of this number, 4,275 were fully investigated, leaving 1,259 outstanding at the close of the year. Of the 4,275 cases investigated, only 1,525 were found to involve actual losses, which are classified as follows:

Losses chargeable to the burning and wrecking of post-offices, postal cars, and steamboats, and to minor unavoidable accidents	823
Losses chargeable to depredations by postal officials	197
Losses through postal employees from other causes than theft	147
Losses resulting from depredations by outside parties	227
Losses the responsibility for which could not be fixed	131

Total..... 1,525

Of the foregoing cases, recoveries were made and the value of the lost articles restored to the owners, as follows:

Through the office of the chief post-office inspector	234
Through the Dead-Letter Office	36
Through outside parties and direct to losers	797

Total recoveries..... 1,067

Number of cases in which recovery was impossible

458

Aggregate as above

1,525

Assuming that this proportion will be the same in the cases yet to be investigated, the number of actual losses will reach 592, or 1 in every 24,593 pieces registered.

Of the 458 cases of irrecoverable loss, 70 involved official matter only, such as postage stamps and stamped paper dispatched to postmasters, leaving only 388 losses suffered by the public, or 1 in every 37,523 pieces registered.

The considerable reduction in the number of losses resulting from the burning and wrecking of post offices and postal cars and unavoidable accidents accounts in large measure for the reduction in the number of irrecoverable losses; but the fact that the losses from other causes are practically the same as for the previous year, while the number of cases of loss the responsibility for which can not be fixed is reduced from 152 for the fiscal year ending June 30, 1896, to 131 for the past year, indicates that the improvements constantly being made in the registry system, especially as applied to the Presidential post-offices, are giving a better and a safer service.

REGISTERED-POUCH, INNER-REGISTERED-SACK, AND BRASS-LOCK EXCHANGES.

These exchanges, largely contributing to the security of the registry service, continue in operation. The number of each is shown in the following statement:

Registered-pouch exchanges	459
Inner-registered-sack exchanges	552
Brass-lock-pouch exchanges	277

Total..... 1,288

REGISTRY IMPROVEMENTS OF THE YEAR.

The registry route book system, which was fully described in my predecessor's annual report, has been extended, and now covers lines of railway post-offices having terminals at Boston, Mass., Buffalo, N. Y., Cleveland, Ohio, Toledo, Ohio, Detroit, Mich., Chicago, Ill., Cincinnati, Ohio, St. Louis, Mo., and San Francisco, Cal. It is also on some of the lines having terminals at eighteen other cities. It is an improvement on the registry hand piece book system, in that it saves postal clerks the work of making reentries while en route, and because the bills delivered by postal clerks at post-offices are in better form for checking and balancing.

The improved registered-pouch bill book has now been placed at about three-fourths of the registry-pouch post-offices. The record now furnished both dispatching and receiving offices of the hours when pouches are locked and unlocked is found serviceable in answering complaints as to delays in transmission of registered pieces.

Circular instructions have been published forbidding postal officers from changing address on registered letters at mailing offices, or from accepting pieces for registration without giving immediate receipt; also for best methods of carbon writing, and for treating unmailable matter inadvertently registered at post-office stations.

Forty important post-offices have been visited by an officer attached to this Bureau, registry irregularities have been checked, and registry books, forms, and a better system introduced.

LIMITED INDEMNITY FOR LOST REGISTERED LETTERS.

A bill providing limited indemnity for loss of registered mail matter—a measure which has in some form been recommended by five Postmasters-General—became a law on February 27, 1897. The date of the approval of the act was at the close of the regular session of the last Congress, and too late to ask for the insertion of the necessary item in the regular appropriation bill to provide a fund from which the indemnity payments should be made.

The act provides for indemnity for losses of paid first-class registered matter only, at actual values, not to exceed \$10 for any one registered piece. Referring to the last annual report of this Office, it appears that if the sworn value of each piece coming within the provisions of the act had been \$10, the Department would during that year have had to pay for such losses only \$5,820.

From the last report of the chief post-office inspector it appears that the cases where registry losses were sustained during the last fiscal year were 458 pieces. The registry losses of official mail were 70 pieces, and of registered parcels 66 pieces, making 136 losses for which no indemnity would be paid. Deducting these from the 458 above-mentioned cases, leaves 322 investigated cases of loss of paid letters. Estimating proportionally the uninvestigated cases of the year gives a total of 416 pieces of paid first-class matter to be compensated for. If the sworn value of each piece was the maximum for indemnity, the appropriation needed to pay for losses would be \$4,160.

I have submitted for the Department's estimate to Congress an item for the regular appropriation bill of \$6,000, or so much thereof as may be necessary, to pay indemnity for registered losses of first-class mail matter, as provided for by act of Congress approved February 27, 1897.

A copy of the act is published in the appendix to this report, marked No. 16.

A circular was published in the August number of the Postal Guide explaining the cause of delay in carrying the law into execution.

NEW CONTRACT FOR ENVELOPES FOR THE SEVERAL EXECUTIVE DEPARTMENTS.

In compliance with law (section 96 of the act approved January 12, 1895), new contracts have been entered into for supplying the several Executive Departments with envelopes, of the white, azure blue, cream-laid, cloth-lined, manila, and miscellaneous classes, during the year ending June 30, 1898. The prices do not differ materially from those of the last contracts.

The following named firms are the contractors, each being the lowest bidder for the envelopes covered by the contract:

The Logan, Swift & Brigham Envelope Company, of Worcester, Mass., for the white, azure blue, and all but two items of the cream-laid envelopes.

The Springfield Envelope Company, of Springfield, Mass., for two items of the cream-laid and most of the manila envelopes.

The White, Corbin & Co., of Rockville, Conn., for a portion of the manila envelopes.

R. Carter Ballantyne, of Washington, D. C., for all of the cloth-lined and a portion of the miscellaneous envelopes.

Easton & Rupp, of Washington, D. C., for a portion of the miscellaneous envelopes.

A copy of the contract with the Logan, Swift & Brigham Envelope Company is hereto appended, marked No. 21. The general provisions of the contracts with the others are the same. I append also a schedule marked No. 22, showing all the kinds and qualities of envelopes covered by these contracts, with the contractors' names and the prices.

NEW CONTRACT FOR REGISTERED PACKAGE, TAG, OFFICIAL, AND DEAD-LETTER ENVELOPES.

A new contract was also entered into during the past year, but for the service of the present year, for furnishing registered-package, tag, official, and dead-letter envelopes. These envelopes are mostly used by postmasters in the transaction of official business, and are provided for under the law by yearly contracts. The prices of the new contract are precisely the same as those of the old one. A copy of the contract is hereto appended, marked No. 20.

NEW ARRANGEMENT FOR THE MANUFACTURE OF POSTAGE STAMPS.

On the 21st of February, 1894, it will be remembered, Postmaster-General W. S. Bissell made a formal order rejecting all proposals for manufacturing postage stamps that had been submitted to him under an advertisement of the Department, and subsequently entered into an arrangement with the Secretary of the Treasury for having the work done by the Bureau of Engraving and Printing at somewhat lower rates than had been offered by private parties.

This arrangement will expire on the 30th of June, 1898, prior to which time the Department must decide to continue it, or to make other governmental arrangements instead, or it must advertise for proposals for doing the work by some private establishment, as was done from 1847 up to 1894.

After carefully considering the question, I have come to the conclusion that the Post-Office Department ought to have complete control over the manufacture and issue of its stamps. It certainly can not have such control as long as some other Department of the Government is employed to make and furnish the stamps, especially where, as is now the case, that Department has large quantities of work of its own to look after, and which may naturally be regarded as entitled to first consideration. And while the Post-Office Department would have greater control over a private contractor than of another Government Department, or, in other words, would be able, by positive command, and under penalty for disobedience or failure, to have its orders in all things pertaining to the work fulfilled promptly and without demur, it could not have that closeness of supervision which experience leads me to believe is essential, and which it could always exercise if the work were in its own hands.

I believe, therefore, that the Post-Office Department should in this matter be independent of other Departments as well as of private contractors; that it should have its own engraving and printing establishment for making its stamps, and its own vaults for their safe-keeping; and that these stamps should be issued by its own agents direct to postmasters and through its own exclusive machinery. With properly bonded officers and under a suitable system of checks and balances, which could be easily devised, I am convinced that this would be a better arrangement than either the present one or one involving a contract with some private establishment. And as this may, in my judgment, be done by the Postmaster-General out of the appropriations annually made for the manufacture of stamps and for the pay of agents and employees to look after their distribution, I respectfully recommend that steps be taken to put such a system into operation.

If it be decided to continue the present arrangement, the Department is, of course, not pressed for time to have that done. If, however, the arrangement I have suggested, or a contract with some private manufacturer, be thought best, the Department should begin its preparations at a very early day, in order to have the new arrangement go into effect exactly when the present one terminates.

DISCONTINUANCE OF THE USE OF NEWSPAPER AND PERIODICAL STAMPS.

Under the present law and the Postal Regulations postage on newspapers and periodicals mailed in bulk by publishers and news agents, commonly called second-class matter, is collected by postmasters in money, for which they are required to give receipts to the senders of the matter, and to attach to the stubs of such receipts, retained in books kept in the post-office, the equivalent of the money received in newspaper and periodical stamps, or stamps provided solely for that purpose, which are not good for postage on any other class of mail matter, and which are not to be sold, loaned, or given away. Every postmaster at whose office this class of matter is mailed is further required to cancel the stamps used therefor, and to transmit them every quarter to the office of the Third Assistant Postmaster-General, with the stubs to which they are attached, and with an itemized report showing the names of the mailing parties and of their publications, and the amount of postage paid thereon; and these canceled stamps, after being carefully counted and the amounts found to agree with the accompanying reports, are destroyed.

Upon a very slight consideration of this system it will be seen that as the stamps used are never bought by the senders of second-class matter, are never in their hands, but are always, both before and after use, in the custody of postmasters or their subordinates, who can apply them or not to the stubs of their receipt-books, as they may elect, and in any amounts, the use of them in the manner described is unnecessary. A receipt to be given in every case to the sender of such matter, with a manifolded copy of it to be sent by the postmaster to the Department, would present precisely the same evidence of the collection of the postage as is now sought to be secured by the use of the stamps. The only difference would be in the manner of showing the postmaster's collections: under the present plan he simply reports to this office the amount of postage received, and sends to the Department the stamps used, while to the Auditor he reports these stamps as sold; under the other, he would still report the amount of postage received, accompanied by manifolded copies of the receipts given therefor, which could be examined and verified, if necessary, both by the Third Assistant Postmaster-General and by the Auditor.

These newspaper and periodical stamps are not only unnecessary, but they involve labor and expense, which could be saved by their abandonment. The cost of their manufacture is not very great, it is true—not over a thousand dollars a year; but the transmission of them in the mails, the custody of them in post-offices, the application of them to the receipt books of postmasters, the canceling and forwarding of them to the Department, and their examination and destruction here, amount to very much more, all of which could be saved.

Not being willing, however, to rely entirely on my own judgment as to the matter, I have had special inquiry made of the postmasters at three very large cities as to whether the present system is a proper one, and they have all agreed that so far as concerns the use of newspaper and periodical stamps the system should be modified, and could be without any inconvenient derangement of their office methods.

On the whole, I am thoroughly convinced that the use of the stamps in question affords no protection whatever to the Government or to postmasters, but is expensive and unnecessary, and I accordingly recommend that Congress be asked to authorize their discontinuance, and the substitution of such a system of accountability on the part of postmasters and their subordinates as may be deemed best by the Postmaster-General.

LOSS OF REVENUE FROM FAILURE TO COLLECT POSTAGE ON SHORT-PAID MATTER.

From facts that have from time to time been brought to my attention, and from my own experience in the postal service, I am inclined to think that the Department is, and for years past has been, suffering a heavy loss of revenue from the failure of postmasters to rate up and collect postage on first-class mail matter not fully prepaid. Very little loss of this kind occurs in connection with the mailing and delivery of third and fourth class matter, because, as the law requires full prepayment of postage on these classes, the practice of the senders of such matter, with immaterial exceptions, is to fully comply therewith, and the almost universal rule among postmasters is to see that that is done. The bulk of the loss referred to is on matter of the first class, and it is primarily due to the liberality of the law, which permits such matter to be dispatched to destination when only one rate of postage (2 cents)

has been prepaid, regardless of the weight, it being, however, the duty of the sending postmaster, in every case where the matter weighs over an ounce, to rate up the deficient postage, and of the delivering postmaster to collect that deficiency when the matter is handed to the addressee.

At the time this law was enacted (June 8, 1872) there was a fairly good reason for it. The unit of weight of letters was then only a half ounce, and the statute in force up to that time required that they, like all other matter, should be fully prepaid. There being a considerable percentage of letters weighing more than half an ounce, and the great majority of the senders not knowing of such overweight, nor possessed of the facilities for ascertaining it, a large number of letters were constantly being held at mailing post-offices for deficient postage, which naturally occasioned much inconvenience and complaint. The change of the law, providing for the dispatch of overweight letters when a single rate of postage should be prepaid, was consequently a popular and not unreasonable concession.

This state of things, however, has been radically changed since 1885, when by law the unit of weight of letters was increased from half an ounce to an ounce. The percentage of overweight letters—that is to say, letters weighing more than 1 ounce—is now not nearly so great as when the unit was only half that weight; in fact, the percentage is so reduced that out of the vast number of people sending letters by mail a comparatively small number of those who inadvertently underpay postage would be inconvenienced if the rule should be again changed so as to require full prepayment in all cases. Still, these cases, together with those where failure to fully prepay is intentional, involve a considerable amount of postal revenue, all of which should be collected, but much of which is not, for the following reasons:

First. The rule being to allow a letter to be dispatched when bearing only a 2-cent stamp, many careless postmasters and postal employees whose duty it is to handle letters concern themselves only with seeing that that amount of postage is prepaid. Except in cases where there is a great excess of weight over the unit, the matter is often allowed to go through without being weighed or rated up, and in nine out of ten of such cases the overweight escapes the attention of the delivering postmaster. If the penalty for underpayment were the detention of the letter, the sender would be bound to see to its full prepayment, and in the great majority of cases this would be done.

Second. Even when the matter is properly rated up by the sending office, delivering postmasters frequently omit to make collection of the due postage from addressees, sometimes out of pure carelessness, but mostly, and this especially at the little offices, because there is a very pronounced objection on the part of addressees to paying such postage, and more or less of odium incurred whenever the postmaster fully performs his duty in the matter.

Third. Cases have not infrequently arisen where, by prearrangement between the senders of matter and postmasters at small offices of destination, the Government is cheated out of its legitimate revenue. In most of these cases the postmasters themselves are the addressees of the matter, as, for example, where the postmaster is the agent of some business concern in a city, and is constantly receiving from his employers large quantities of matter, or where the postmaster is engaged in private business and gets his supplies of goods from the commercial cities through the mails—the arrangement being in every such case that the matter shall be sent sealed, making it first-class or letter matter,

and that it shall bear only a 2-cent stamp to prepay postage. The advantage to the addressee or the sender in every such case is that there is paid only 2 cents postage, though sometimes a dollar or more may be due; for whether the addressee simply delivers the matter to himself without paying any postage on it, or goes through the formality of applying postage-due stamps to it in the way of payment, and then credits himself with the commissions on their cancellation, the result is practically the same.

It is my opinion that the Government is losing enough money in the way indicated to warrant it in changing the present law so as to require full prepayment of postage on letters and other first-class matter, the same as on all other classes, and I accordingly so recommend.

NUMBER OF PIECES OF MAIL MATTER.

As a matter of public interest, I submit the following statement, which gives the estimated number of pieces of mail matter of the several classes dispatched in the mails during the year ending June 30, 1897:

Letters and other matter sent at letter rates	2, 540, 737, 633
Letters and other matter on official business, free	94, 733, 389
Total letters paid and free	2, 635, 471, 022
Postal cards	523, 000, 000
Newspapers and periodicals mailed by publishers and news agents, paid ..	1, 274, 494, 995
Newspapers and periodicals mailed by publishers in the several coun- ties of publication, free	548, 220, 270
Newspapers and periodicals mailed by others than publishers and news agents	90, 834, 824
Total second class matter	1, 913, 550, 089
Third-class matter—books, pamphlets, circulars, and miscellaneous printed articles	651, 250, 902
Fourth-class matter—parcels of merchandise, seeds, plants, etc	57, 730, 130
Grand total	5, 781, 002, 143

DIVISION OF FILES, RECORDS, AND MAILS.

The total number of letters and parcels received, opened, and examined in this division during the year was 1,697,500, showing a decrease from the number for the previous year of 23,350. Of these letters and parcels 241 contained money, and 10,750 contained postage stamps, stamped envelopes, and postal cards transmitted by postmasters for redemption or credit in their accounts.

The number of registered letters and parcels received was 16,992.

Of the letters received, 21,875 were briefed, recorded in the office indexes, and filed after final action upon them.

The number of outgoing letters written, copied, indexed, and mailed was 28,403, exclusive of circular letters and printed forms for instruction and use.

TABLES AND OTHER ACCOMPANYING PAPERS.

The following papers, elsewhere referred to in this report, giving complete details of the operations of this office, are hereto appended:

No. 1.—Copy of letter of estimates of appropriations for the office of the Third Assistant Postmaster-General for the fiscal year ending June 30, 1899.

No. 2.—Statement showing itemized appropriations for the service of the Post-Office Department for the fiscal year ending June 30, 1897, the expenditures made out of the same, and balances of unexpended appropriations.

No. 3.—Statement showing receipts, by quarters, for the fiscal year ending June 30, 1897, compared with fiscal years ending June 30, 1896, and June 30, 1895.

No. 4.—Statement showing expenditures, by quarters, for the fiscal year ending June 30, 1897, compared with fiscal years ending June 30, 1896, and June 30, 1895.

No. 5.—Statement showing receipts and disbursements at Treasury depositories during the fiscal year ending June 30, 1897.

No. 6.—Statement showing issues of postage stamps, stamped envelopes, newspaper wrappers, and postal cards, by quarterly periods, for the fiscal year ending June 30, 1897.

No. 7.—Statement showing issues of postage stamps, stamped envelopes, newspaper wrappers, and postal cards, by denominations, for the fiscal year ending June 30, 1897.

No. 8.—Statement showing increase or decrease in the issue of postage stamps, stamped envelopes, newspaper wrappers, and postal cards for the fiscal year ending June 30, 1897.

No. 9.—Statement showing value of postage stamps issued, by fiscal years, from their introduction, June 30, 1847, to June 30, 1897.

No. 10.—Statement, by fiscal years, of the issues of stamped envelopes from the date of their introduction, June 30, 1853, to June 30, 1897, with proportion of special-request envelopes from the date of their first issue in May, 1865.

No. 11.—Statement, by fiscal years, of the number of postal cards issued to postmasters from the date of their first issue, May 1, 1873, to June 30, 1897.

No. 12.—Comparative statement of second-class matter mailed and postage collected thereon at post-offices of the first class during the past two years.

No. 13.—Statement showing number of registered letters and parcels mailed in each of the several States and Territories of the United States during the fiscal year ending June 30, 1897.

No. 14.—Statement showing the operations of the registry system at thirty of the large post-offices, as compared with the operations of the previous year.

No. 15.—Statement showing the value and number of registered letters and parcels sent during the year for the Post-Office and Treasury Departments.

No. 16.—Copy of act of Congress authorizing limited indemnity for lost registered matter, approved February 27, 1897.

No. 17.—Papers connected with the destruction of old postal-card and stamped-envelope dies and plates, and of the rolls and working plates of former series of postage stamps.

No. 18.—Statement showing the operations of the special-delivery system at letter-carrier offices during the fiscal year ending June 30, 1897.

No. 19.—Contract with Albert Daggett for furnishing postal cards during the four years beginning December 1, 1897.

No. 20.—Copy of contract for furnishing registered-package, tag, official, and dead-letter envelopes during the year beginning July 1, 1897.

No. 21.—Contract with the Logan, Swift & Brigham Envelope Company, of Worcester, Mass., dated June 25, 1897, for supplying envelopes of various kinds to the several Executive Departments for the year ending June 30, 1898.

No. 22.—Schedules of envelopes, with prices, to be furnished the several Executive Departments during the year ending June 30, 1898, under contracts with the Logan, Swift & Brigham Envelope Company, of Worcester, Mass.; the White, Corbin & Co., of Rockville, Conn.; the Springfield Envelope Company, of Springfield, Mass.; R. Carter Ballantyne, of Washington, D. C.; and Easton & Rupp, of Washington, D. C.

CONCLUSION.

In conclusion, I take pleasure in bearing testimony to the general fidelity and efficiency of the officers, clerks, and other employees of this bureau, as shown since I have been in charge of it.

Respectfully, yours,

JOHN A. MERRITT,
Third Assistant Postmaster-General.

HON. JAMES A. GARY,
Postmaster-General.

No. 1.—*Estimates of appropriations for the service of the Third Assistant Postmaster-General's Office during the year ending June 30, 1899.*¹

POST-OFFICE DEPARTMENT,
OFFICE OF THE THIRD ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., August 28, 1897.

SIR: I have the honor to submit the following estimates of the appropriations needed by this office for the service of the year ending June 30, 1899:

1. For manufacture of adhesive postage and special delivery stamps.....	\$178,000
2. For pay of agent and assistants to distribute stamps, and expenses of agency.....	12,000
3. For manufacture of stamped envelopes and newspaper wrappers.....	823,000
4. For pay of agent and assistants to distribute stamped envelopes, newspaper wrappers, etc., and expenses of agency.....	17,800
5. For manufacture of postal cards.....	143,000
6. For pay of agent and assistants to distribute postal cards, and expenses of agency.....	7,800
7. For registered package, tag, official, and dead-letter envelopes.....	105,000
8. For ship, steamboat, and way letters.....	1,000
9. For miscellaneous items.....	500
Total	1,288,100

The calculations by which these estimates have been obtained are as follows:

POSTAGE STAMPS.

The number of postage-stamps of the several classes issued during the year ending June 30, 1897, is as follows: Ordinary stamps, 3,063,633,885; special-delivery stamps, 4,346,330; newspaper and periodical stamps, 5,544,279; postage-due stamps, 19,573,160; making in all 3,093,097,654, which is a little more than 1 per cent increase on the issues of the preceding year. It is fair to presume that this ratio will be increased during the current and the coming years, indications already appearing of an increase in the postal revenues. Upon the basis of a 7 per cent increase the estimate will be as follows, the cost of the stamps being calculated at the prices established by the Secretary of the Treasury and the Postmaster-General in the agreement providing for their manufacture at the Bureau of Engraving and Printing:

Ordinary stamps, 3,507,554,000, at 5 cents a thousand.....	\$175,377
Special delivery stamps, 4,976,000, at 11.4 cents a thousand.....	567
Newspaper and periodical stamps, 6,348,000, at 11.4 cents a thousand.....	723
Postage-due stamps, 22,409,000, at 6.05 cents a thousand.....	1,355
Total	178,022

The estimate should be made \$178,000, which exceeds by \$3,000 the amount of the appropriation for the current year.

On the 30th of June, 1898, the agreement entered into with the Secretary of the Treasury whereby the postage stamps issued by the Post-Office Department are made at the Bureau of Engraving and Printing will expire, so that before the appropriation for which these estimates are made shall become available some new arrangement for securing supplies of stamps must be made. But whether the present arrangement shall be continued or a contract be made with some private manufacturer, or a manufactory of its own be established by the Post-Office Department, it is not supposed that the prices now paid for producing the stamps will be increased.

STAMPED ENVELOPES AND NEWSPAPER WRAPPERS.

The number of stamped envelopes and newspaper wrappers issued during the year ending June 30, 1897, is 585,032,000, which is about 5 per cent less than the issue of the preceding year. This ratio of decrease can not reasonably be expected to go on; an increase rather is to be expected—probably about 7 per cent. On this basis the estimate will be as follows:

Number issued during the year ending June 30, 1897	585,032,000
Add 7 per cent for increase.....	40,952,240
Gives estimated number for year ending June 30, 1898.....	625,984,240
Add 7 per cent again	43,818,896
Gives estimated number for year ending June 30, 1899.....	669,803,136

¹ After the formal submission of these estimates it was decided to ask for an appropriation of \$8,000 to enable the Department to carry out the law of February 27, 1897, providing a limited indemnity for lost registered letters. The amount of the estimates here given should therefore be increased by this supplemental item.

Multiplying this aggregate by \$1.23, the average cost for the past year of a thousand envelopes, gives a total cost of \$823,857.

The estimate had better be put, in round numbers, at \$823,000. The current appropriation is \$844,000.

On the 30th of September, 1898, the present contract for furnishing stamped envelopes will expire. It is not expected, however, that under a new contract prices will be increased.

POSTAL CARDS.

The total number of postal cards of all kinds issued during the year ending June 30, 1897, is 523,608,250, which is a little over a million less than the number for the preceding year. As in the case of stamped envelopes, this decrease is not likely to continue. An increase of 7 per cent is expected, on which the estimate is founded.

Number issued during the year ending June 30, 1897.....	523, 608, 250
Add 7 per cent for increase.....	36, 652, 577

Gives estimated number for year ending June 30, 1898.....	560, 260, 827
Add 7 per cent again.....	39, 218, 257

Gives estimated number for year ending June 30, 1899.....	599, 479, 084
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Multiplying this by 23.8 cents, very near the average price per thousand of postal cards under the contract that has just been awarded, gives a total cost of \$142,676, or, in round numbers, \$143,000.

The new contract goes into effect December 1, 1897, the prices being 23.95 cents a thousand for the ordinary size of card, 20 cents for a smaller size that has been provided for, and 47 cents for the double, or reply, cards.

The current appropriation for postal cards is \$197,000.

REGISTERED PACKAGE, TAG, OFFICIAL, AND DEAD-LETTER ENVELOPES.

The expenditure for these envelopes during the year ending June 30, 1897, amounted to \$91,870.39, which is a little less than the expenditure of the preceding year, notwithstanding which it is believed that the appropriation should be increased. The estimate is calculated on the basis of 7 per cent additional:

Cost of envelopes for the year ending June 30, 1897.....	\$91, 870. 39
Add 7 per cent for increase.....	6, 430. 92

Gives estimated cost for the year ending June 30, 1898.....	98, 301. 31
Add 7 per cent again.....	6, 881. 09

Gives estimated cost for the year ending June 30, 1899.....	105, 182. 40
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The estimate may be put at \$106,000. The present appropriation is \$103,000.

Under the last contract for these envelopes, the contract being a yearly one, no reduction of prices from those previously in force was secured. It is hardly to be expected that any reduction will occur under the next contract to be entered into.

POSTAGE STAMP, STAMPED ENVELOPE, AND POSTAL CARD AGENCIES.

The amounts estimated for these agencies are what the present law appropriates, namely:

Postage stamp agency	\$12, 000
Stamped envelope agency.....	17, 800
Postal card agency.....	7, 800

SHIP, STEAMBOAT, AND WAY LETTERS.

Under the law, the owners and masters of vessels not regularly engaged in the transportation of the mails are entitled to compensation on their arrival in port for letters brought and delivered by them to post-offices for transmission to destination. In every case the amount thus paid the owner or master of a vessel is collected by the postmaster at the office of delivery, in addition to the regular postage, which amount is therefore made good to the Government.

There has been a considerable fluctuation annually in the expenditure for this object, but it is believed that \$1,000 for the coming year will be sufficient to cover all contingencies. This is the amount of the appropriation for the present year.

MISCELLANEOUS.

The same amount is asked for this purpose as is provided by the current appropriation, namely, \$500.

DIFFERENCE BETWEEN THE FOREGOING ESTIMATES AND CURRENT APPROPRIATIONS.

The following statement shows the difference between the amount of the foregoing estimates and the amounts appropriated for like purposes for the current year:

Total amount appropriated for year ending June 30, 1898.....	\$1,358,100
Total of above estimates for year ending June 30, 1899.....	1,288,100

Excess of appropriations over estimates..... 70,000

This is about 5 per cent decrease in the estimated expenditure.

Very respectfully,

JOHN A. MERRITT,
Third Assistant Postmaster-General.

The POSTMASTER-GENERAL.

No. 2.—Statement of the appropriations and expenditures on account of the postal service for the fiscal year ending June 30, 1897.

Items.	Appropriations.	Expenditures to Sept. 30, 1897.	Balance unexpended.
<i>Office of the Postmaster-General.</i>			
Advertising.....	\$5,000.00	\$4,998.87	\$1.63
Miscellaneous.....	1,000.00	45.00	955.00
<i>Office of the First Assistant Postmaster-General.</i>			
Compensation of postmasters.....	16,250,000.00	16,908,384.55	a 658,384.55
Compensation of clerks in post-offices.....	10,400,000.00	10,372,403.84	27,596.16
Rent, light, and fuel for first, second, and third class post-offices.....	1,600,000.00	1,506,938.08	93,661.92
Miscellaneous items, including office furniture.....	150,000.00	137,177.30	12,822.70
Advertising at first and second class post-offices.....	15,000.00	11,288.50	3,711.50
Free-delivery service.....	12,847,612.63	12,842,277.20	5,335.43
Stationery for post-offices.....	50,000.00	49,887.05	112.95
Wrapping twine.....	80,000.00	79,971.63	28.37
Wrapping paper.....	50,000.00	39,380.00	10,620.00
Letter balances, scales, and test weights.....	10,000.00	6,679.13	3,320.87
Postmarking and rating stamps.....	30,000.00	26,807.57	3,192.43
Packing boxes, sawdust, etc.....	1,500.00	753.05	746.95
Printing facing slips, slide labels, etc.....	15,000.00	14,409.45	590.55
Cancelling machines.....	60,000.00	50,824.65	9,175.35
Payment of money orders more than 1 year old.....	27,704.45	27,704.45	.....
<i>Office of the Second Assistant Postmaster-General.</i>			
<i>Inland mail transportation:</i>			
Railroads.....	29,000,000.00	28,878,390.11	121,609.89
Railroad special facilities.....	196,614.22	158,014.92	38,599.30
Star.....	5,354,000.00	5,313,300.77	40,699.23
Steamboat.....	400,000.00	399,990.59	9.41
Electric and cable cars.....	150,000.00	139,734.81	10,265.19
Mail-messenger service.....	1,130,000.00	950,233.04	179,766.96
Regulation, screen, or other wagon service.....	710,000.00	705,280.25	4,739.75
Mail bags and catchers.....	345,000.00	341,965.16	3,034.84
Mail locks and keys.....	45,000.00	41,754.53	3,245.47
Repair shop for mail bags.....	8,500.00	7,749.24	750.76
Railway post-office car service.....	3,400,000.00	3,380,809.82	39,130.18
Railway post-office clerks.....	7,739,000.00	7,729,838.39	9,161.61
Miscellaneous items.....	1,000.00	902.52	7.48
Transportation of foreign mails.....	1,825,000.00	1,703,018.77	121,981.23
Balance due foreign countries.....	120,000.00	107,080.42	12,919.58
Additional compensation to the Oceanic Steamship Co.....	80,000.00	80,000.00	.....
<i>Office of the Third Assistant Postmaster-General.</i>			
Manufacture of postage stamps.....	160,000.00	155,493.35	4,506.65
Rent for office for postage-stamp agent.....	600.00	600.00	.....
Distribution of postage stamps.....	12,000.00	9,815.60	2,184.40
Manufacture of stamped envelopes.....	830,000.00	719,194.79	110,805.21
Distribution of stamped envelopes.....	17,800.00	17,611.00	189.00
Manufacture of postal cards.....	188,000.00	171,377.03	16,622.97
Distribution of postal cards.....	7,800.00	6,138.49	1,661.51
Registered package, tag, official and dead-letter envelopes.....	105,000.00	91,870.39	13,129.61
Ship, steamboat, and way letters.....	1,000.00	525.12	474.88
Engraving, printing, and binding drafts and warrants.....	1,000.00	.....	1,000.00
Special-delivery service.....	838,038.34	838,038.34	.....
Miscellaneous items.....	500.00	.....	500.00

a Expended by postmasters in excess of the appropriation.

THIRD ASSISTANT—APPROPRIATIONS AND EXPENDITURES. 705

No. 2.—Statement of the appropriations and expenditures on account of the postal service for the fiscal year ending June 30, 1897—Continued.

Items.	Appropriations.	Expenditures to Sept. 30, 1897.	Balance unexpended.
<i>Office of the Fourth Assistant Postmaster-General.</i>			
Mail deprecations and post-office inspectors.....	\$300,000.00	\$271,400.64	\$28,599.36
Payment of rewards.....	25,000.00	6,700.00	18,300.00
Total.....	94,076,669.64	93,781,287.86	953,766.33

No. 3.—Statement of the gross postal receipts, by quarters, for the fiscal year ending June 30, 1897, compared with the fiscal years ending June 30, 1896, and June 30, 1895.

Items of revenue.	Receipts for the fiscal year 1897.				Total.
	Quarter ending—				
	Sept. 30, 1896.	Dec. 31, 1896.	Mar. 31, 1897.	June 30, 1897.	
Letter postage paid in money.	\$34,826.28	\$1,913.13	\$72,374.85	\$45,208.55	\$154,322.81
Box rents and branch offices.	628,355.20	629,789.03	633,165.81	631,541.17	2,522,851.21
Fines and penalties.	5,119.50	5,653.99	10,726.56	5,079.24	26,579.29
Postage stamps, stamped envelopes, newspaper wrappers, etc.	18,143,741.25	20,486,868.15	20,883,545.29	19,445,390.97	78,959,545.66
Dead letters.	2,133.06	5,285.66	1,901.10	2,117.22	11,437.04
Revenue from money-order business.	221,477.92	200,124.92	227,033.30	228,544.92	967,181.06
Miscellaneous.	11,230.08	6,756.39	4,331.36	1,227.83	23,545.66
Total.	19,046,883.29	21,426,391.27	21,833,078.27	20,359,109.90	82,665,462.73

Items of revenue.	Receipts for the fiscal year 1896.			Receipts for the fiscal year 1895.		
	Total for 1896.	Increase 1897 over 1896.	Decrease 1897 from 1896.	Total for 1895.	Increase 1897 over 1895.	Decrease 1897 from 1895.
Letter postage paid in money.....	\$52,783.40	\$101,539.41	.....	\$135,818.06	\$18,504.75	.....
Box rents and branch offices.....	2,534,925.51	.....	\$12,074.30	2,509,949.58	12,901.63	.....
Fines and penalties.....	28,583.77	.....	2,004.48	20,889.68	5,689.61	.....
Postage stamps, stamped envelopes, newspaper wrappers, etc.....	78,438,077.78	521,467.88	.....	73,477,440.98	5,482,104.68	.....
Dead letters.....	10,255.79	1,181.25	.....	12,217.45	.....	\$780.41
Revenue from money-order business.....	886,185.07	80,995.99	.....	812,038.10	155,142.96	.....
Miscellaneous.....	20,152.51	.....	5,606.85	14,774.34	8,771.32	.....
Unpaid money orders more than 1 year old.....	519,244.57	.....	519,244.57	.....	.....	.....
Total.....	82,499,208.40	705,184.53	538,930.20	76,983,128.19	5,683,114.95	780.41

	Amount.	Percent.
Comparison:		
Postal receipts (including amount derived from money-order business).....	\$82,665,462.73	.....
Increase in receipts for 1897 as compared with 1896.....	166,254.33	0.2
Increase in receipts for 1897 as compared with 1895.....	5,682,334.54	7.38
Postal receipts (excluding amount derived from money-order business).....	81,698,281.67	.....
Increase in receipts for 1897 as compared with 1896.....	83,258.34	.1
Increase in receipts for 1897 as compared with 1895.....	5,527,191.58	7.25

No. 4.—Statement of the expenditures on account of the postal service, by quarters, for the fiscal year ending June 30, 1897, compared with the fiscal years ending June 30, 1896, and June 30, 1895.

Items of expenditure.	Expenditures for the fiscal year 1897.					Total payments for year ending June 30, 1897.
	Quarter ending—					
	Sept. 30, 1896.	Dec. 31, 1896.	Mar. 31, 1897.	June 30, 1897.		
Office of the Postmaster-General.						
Advertising.....	\$41.80	\$469.17	\$1,181.00	\$3,308.40	\$4,998.37	
Miscellaneous items.....				45.00	45.00	
Office of the First Assistant Postmaster-General.						
Compensation of postmasters.....	4,126,283.98	4,228,954.68	4,330,556.38	4,222,589.51	16,908,384.55	
Compensation of clerks in post-offices.....	2,597,997.69	2,599,551.17	2,592,160.02	2,597,695.06	10,377,403.84	
Rent, light, and fuel for first, second, and third class post-offices.....	360,701.42	383,762.56	383,832.55	379,738.50	1,508,338.03	
Miscellaneous items, including office furniture.....	24,929.44	23,956.11	37,528.60	50,785.15	137,177.80	
Advertising at first and second class post-offices.....	2,462.50	2,652.12	2,758.02	8,415.86	11,288.50	
Free-delivery service.....	3,318,364.54	3,192,614.03	3,148,887.89	3,182,410.74	12,842,277.20	
Stationery for post-offices.....	10,597.36	11,132.71	14,965.14	18,201.84	49,887.05	
Wrapping twine.....	19,831.60	19,565.00	18,641.53	21,883.45	79,971.63	
Letter indians, scales, and test weights.....	4,330.00	7,650.00	12,260.00	15,020.00	39,380.00	
Postmarking and rating stamps.....	2,128.10	3,221.90	2,137.38	4,091.75	6,679.13	
Packing boxes, sawdust, etc.....	2,775.67	5,913.49	6,332.71	9,785.70	26,807.57	
Printing and facing slips.....	96.75	88.25	307.60	280.45	753.05	
Canceled machines.....	8,364.78	3,915.65	2,827.41	4,281.61	14,469.45	
Payment of money orders, more than 1 year old.....	9,674.00	12,004.89	13,582.23	15,583.53	50,824.65	
Postal Laws and Regulations.....	2,980.08	7,886.26	7,574.38	9,813.73	27,704.45	
Office of the Second Assistant Postmaster-General.						
Inland mail transportation, railroad.....	7,184,845.04	7,250,435.09	7,205,421.30	7,238,188.68	28,878,390.11	
Inland mail transportation, special facilities.....	40,989.33	37,108.51	39,037.21	40,899.87	158,014.92	
Inland mail transportation, steam.....	1,328,774.69	1,325,684.73	1,319,496.69	1,341,104.66	5,313,060.77	
Inland mail transportation, steamboat.....	111,393.84	98,004.14	89,126.87	101,556.24	399,990.59	
Mail messenger service.....	239,216.73	237,748.88	236,649.96	236,617.48	950,233.04	
Railway post-office car service.....	176,332.88	177,914.39	175,384.40	175,678.08	705,290.25	
Electric and cable car service.....	814,765.70	835,504.26	855,137.81	855,482.55	3,360,899.82	
Mail bags and cutters.....	28,689.83	34,157.31	37,923.43	38,964.25	139,734.81	
Mail locks and keys.....	166,096.13	61,137.78	57,553.51	47,177.74	341,965.16	
Repair shop for mail bags.....	8,620.28	9,813.43	12,616.80	10,704.02	41,754.53	
Railway post-office clerks.....	1,779.94	1,647.88	2,066.50	1,955.42	7,749.24	
Miscellaneous items.....	1,913,965.80	1,927,840.10	1,937,064.19	1,950,878.30	7,729,833.39	
Transportation of foreign mails.....	425,146.36	419,705.08	430,090.10	438,077.38	1,703,018.77	

No. 4.—Statement of the expenditures on account of the postal service, by quarters, for the fiscal year ending June 30, 1897, compared with the fiscal years ending June 30, 1896, and June 30, 1895—Continued.

Items of expenditure.	Expenditures on account of previous fiscal years.	Expenditures for the fiscal year 1896.			Expenditures for the fiscal year 1895.		
		Total payments to June 30, 1897.	Comparison with 1897.		Total payments to June 30, 1897.	Comparison with 1897.	
			Increase.	Decrease.		Increase.	Decrease.
<i>Office of the Postmaster-General.</i>							
Advertising.....	\$134.37	\$3,275.59	\$1,722.78	\$45.50	\$14,759.60		\$9,761.23
Miscellaneous items.....		80.50			118.77		73.77
<i>Office of the First Assistant Postmaster-General.</i>							
Compensation of postmasters.....	9,237.10	16,509,070.57	339,313.98		16,086,639.11	\$821,745.44	
Compensation of clerks to post-offices.....	3,701.89	9,974,859.18	397,544.66		9,417,988.52	954,415.32	
Rent, lights, and fuel for first, second, and third class post-offices.....	6,068.87	1,455,822.52	50,515.51		1,430,499.85	75,838.18	
Miscellaneous items, including office furniture.....	1,723.27	111,588.01	25,589.29		119,642.70	17,534.60	
Advertising at first and second class post-offices.....	125.94	10,560.01	728.49		11,288.50	11,288.50	
Free delivery service.....	68,984.59	12,781,932.14	60,345.06		12,180,466.78	661,790.42	
Stationery for post-offices.....		49,902.89		15.83			3,423.54
Wrapping twine.....		79,936.36			79,989.76		18.18
Letter balances, scales, and test weights.....		49,873.74	35.27		49,889.24		10,609.24
Postmarking and rating stamps.....		14,756.15	8,077.02		9,915.63		8,236.50
Packing boxes, sawdust, etc.....		26,888.54	80.97		24,305.20		2,502.37
Printing and facing slips.....	291.00	1,332.43	579.38		9,971.95		234.90
Cancelling machines.....	5.82	14,780.38	370.93		9,775.00		4,634.45
Payment of money orders more than one year old.....	213.90	32,035.27	18,789.38		52,437.88		1,613.23
Postal Laws and Regulations.....	2,000.00	27,046.45	658.00			27,704.45	
<i>Office of the Second Assistant Postmaster-General.</i>							
Inland mail transportation, railroad.....	87,373.41	27,747,879.75	1,130,510.36		26,547,287.12	2,831,122.99	
Inland mail transportation, special facilities.....	4,963.41	155,332.94	2,681.98		167,392.09		9,877.17
Inland mail transportation, star.....	9,184.09	5,842,871.23	529,570.46		5,763,627.04		450,296.27
Inland mail transportation, steamboat.....	1,272.36	389,654.62	10,335.97		381,906.07		18,084.52
Mail-messenger service.....	1,391.25	1,175,741.11		225,508.07	1,194,589.10		244,306.06
Screen-wagon service.....		705,260.25				705,260.25	
Railway post-office car service.....	443.94	3,135,487.48	225,362.34		2,948,807.96		412,081.86
Electric and cable-car service.....		189,734.81			139,734.81		72,414.22
Mail bags and carriers.....	1,359.43	269,847.10	72,118.06		269,550.94		6,780.57
Mail locks and keys.....	209.60	39,084.62	2,669.91		34,973.96		634.34
Repair shop for mail bags.....		7,886.82		137.68	8,403.58		695,467.69
Railway post-office clerks.....	557.96	7,421,155.06	308,683.33		7,103,370.70		486.38
Miscellaneous items.....	25.00	501.20			506.14		515,000.93
Transportation of foreign mails.....	496.28	1,509,746.45	193,272.32		1,188,017.84		

Balance due foreign countries.....	84,847.63	198,070.71	80,000.00	90,990.29	109,400.24	80,000.00	2,319.82
Additional compensation to Oceanic Steamship Co.....							
<i>Office of the Third Assistant Postmaster-General.</i>							
Manufacture of postage stamps.....		153,591.62	1,911.73		107,699.78	47,793.57	
Distribution of postage stamps.....		9,881.84			0,784.78	30.82	
Rent for stamp agency.....			600.00			600.00	
Manufacture of stamped envelopes, etc.....	72.55	753,030.61			835,549.07		
Distribution of stamped envelopes, etc.....		17,460.90			17,747.30		
Manufacture of postal cards.....	198.00	172,347.72	141.01		163,060.50	8,316.53	116,353.28
Distribution of postal cards.....		6,181.59			6,121.55		136.30
Distribution of postpaid envelopes.....		88,576.82			97,840.34	18.94	
Registered packages and official and dead-letter envelopes.....	04	533.48					
Ship, land, and water mail.....		318,027.80			281,168.08		5,969.95
Special delivery service.....	19.46	377.60	15,010.44		282.00		202.54
Postage stamps.....				377.60			282.00
<i>Office of the Fourth Assistant Postmaster-General.</i>							
Mail depreciations and post-office inspectors.....	2,303.36	268,517.71	2,882.93		240,289.14	31,111.50	
Payment of rewards.....	8,750.00	13,900.00			9,000.00		2,300.00
Total.....		90,904,255.53	3,786,929.18		87,017,878.54	7,624,607.59	881,198.27
Less decrease.....		285,954.52	909,896.84			861,198.27	
Net increase.....			2,877,032.34			6,763,409.32	
<i>Comparison of expenditures:</i>							
Increase over the fiscal year 1897.....							\$2,877,032.34
Increase over the fiscal year 1896.....							6,763,409.32
Expenditures on account of transportation of domestic mails:							
For the fiscal year 1896.....							37,003,539.38
For the fiscal year 1897.....							38,446,967.13
For the fiscal year 1898.....							39,905,794.81
Increase over fiscal year 1897.....							2,902,254.93
Increase over fiscal year 1896.....							1,498,827.18
<i>Comparison of receipts and expenditures for fiscal year 1897:</i>							
Expenditures.....							94,077,242.38
Receipts.....							82,665,462.73
Excess of expenditures.....							11,411,779.65

No. 5.—Statement of receipts and disbursements at Treasury depositories during the fiscal year ending June 30, 1897, compared with the previous fiscal year.

	Net deposits.	Transfer account.		Aggregate accumulation.
		To—	From—	
Treasurer United States, Washington, D. C.	{ \$11,157,713.38 1,299,103.76 }	\$226,530.55	\$9,125,000.00	\$12,683,347.69
Assistant Treasurer United States:				
Baltimore, Md.	359,492.16	850,000.00	.....	1,209,492.16
Boston, Mass.	8,439,271.30	250,000.00	1,200,000.00	8,689,271.30
Chicago, Ill.	6,293,985.03	2,900,000.00	.....	9,193,985.03
Cincinnati, Ohio.	2,509,447.19	950,000.00	.....	3,519,447.19
New Orleans, La.	921,559.56	550,000.00	.....	1,471,559.56
New York, N. Y.	11,057,496.78	700,000.00	1,225,000.00	11,757,496.78
Philadelphia, Pa.	2,854,711.47	2,600,000.00	.....	5,454,711.47
San Francisco, Cal.	1,288,643.96	100,000.00	.....	1,388,643.96
St. Louis, Mo.	1,953,324.86	2,450,000.00	.....	4,403,324.86
Designated national banks.	80,038.74	.....	26,530.55	30,038.74
Old accounts.	.....	.....	.....	.....
Total	43,224,788.19	11,576,530.55	11,576,530.55	54,801,818.74

	Comparison of receipts with those of previous fiscal year.		Amount of warrants issued for 1897 compared with the amount issued on account previous fiscal year.		
	Increase.	Decrease.	Warrants issued for 1897.	Increase.	Decrease.
Treasurer United States, Washington, D. C.	\$1,857,713.38	\$614,115.97	\$3,536,794.08	.....	\$69,167.13
Assistant Treasurer United States:					
Baltimore, Md.	897.96	.....	1,227,000.59	\$25,021.02	.....
Boston, Mass.	.....	184,596.06	2,506,729.92	.....	21,598.59
Chicago, Ill.	.....	226,318.62	9,274,505.68	282,379.56	.....
Cincinnati, Ohio.	.....	66,452.95	3,405,341.08	145,625.53	.....
New Orleans, La.	23,969.46	.....	1,457,308.63	4,992.51	.....
New York, N. Y.	.....	200,996.48	10,694,077.82	782,581.34	.....
Philadelphia, Pa.	.....	104,818.81	5,498,451.84	216,809.54	.....
San Francisco, Cal.	32,813.81	.....	1,353,536.95	74,714.87	.....
St. Louis, Mo.	.....	94,747.76	4,302,803.64	176,278.63	.....
Designated national banks.	.....	3,162.84	.....	.....	.....
Old accounts	.....	.....	.....	.....	.....
Total	1,915,394.61 1,555,208.99	1,555,208.99	43,256,550.23	1,658,403.00 90,785.72	90,765.72
Net increase	860,185.62	.....	.....	1,567,637.28	.....

	Amount of warrants paid for 1897.	Balance on hand June 30, 1897.	Amount of warrants outstanding June 30, 1897.	Balance subject to draft June 30, 1897.
Treasurer United States, Washington, D. C.	\$3,539,625.34	\$484,415.51	\$5,568.23	\$478,847.28
Assistant Treasurer United States:				
Baltimore, Md.	1,226,829.64	30,338.75	1,216.99	29,121.76
Boston, Mass.	2,506,683.77	451,695.42	2,327.19	449,368.23
Chicago, Ill.	9,290,904.76	655,699.60	9,533.04	646,166.56
Cincinnati, Ohio.	3,404,929.69	392,530.39	4,090.18	388,440.26
New Orleans, La.	1,457,343.15	63,089.80	7,036.43	56,053.37
New York, N. Y.	10,703,544.86	963,927.60	4,857.01	959,270.59
Philadelphia, Pa.	5,498,443.01	554,285.15	1,691.19	552,593.96
San Francisco, Cal.	1,346,841.22	174,903.34	17,286.71	157,316.63
St. Louis, Mo.	4,299,256.49	210,178.51	26,270.48	188,908.03
Designated national banks.	.....	10,047.57	.....	10,047.57
Old accounts	.....	37,277.06	.....	37,277.06
Total	43,274,401.93	4,028,088.70 79,677.40	79,677.40	3,948,411.30
Net balance	.....	3,948,411.30	.....	.....

^a Grants from general Treasury on account of deficiency in the postal revenue.

^b Increase in grants.

Balance on hand June 30, 1896.....	\$1,077,734.84
Receipts for fiscal year 1897.....	43,224,788.19
	47,302,523.03
Warrants paid during fiscal year 1897.....	43,274,401.93
	4,028,121.10
	32.40
Counter-entry receipts on account of fiscal year 1896.....	
Balance on hand June 30, 1897.....	4,028,088.70
Warrants outstanding June 30, 1897.....	79,677.40
Balance subject to warrant June 30, 1897.....	3,948,411.30

No. 6.—*Postage stamps, stamped envelopes, newspaper wrappers, and postal cards issued during the fiscal year ending June 30, 1897.*

ORDINARY POSTAGE STAMPS.

Denomination.	Quarter ending—				Total.
	Sept. 30, 1896.	Dec. 31, 1896.	Mar. 31, 1897.	June 30, 1897.	
1-cent.....	145,068,800	189,247,500	194,221,800	196,113,400	724,651,500
2-cent.....	507,181,600	553,723,400	582,508,700	575,083,300	2,219,027,000
3-cent.....	3,883,400	5,486,400	5,956,700	4,459,700	19,786,300
4-cent.....	4,473,900	6,139,000	5,909,250	5,232,900	21,755,050
5-cent.....	9,612,140	12,290,980	12,250,880	10,310,040	44,874,020
6-cent.....	1,125,250	1,612,450	1,516,750	1,429,450	5,683,900
8-cent.....	1,771,550	2,587,000	2,473,900	2,472,900	9,305,350
10-cent.....	3,712,880	4,621,050	4,685,050	4,120,410	17,119,390
15-cent.....	360,280	596,740	491,860	443,940	1,892,820
50-cent.....	20,480	37,180	14,170	87,970	109,800
\$1.....	2,040	10,600	3,880	6,815	23,335
\$2.....	190	880	1,060	20	2,150
\$5.....	60	50	1,560	1,000	2,670
10-cent special-delivery.....	1,025,720	1,095,630	1,046,610	1,178,370	4,346,330
Total.....	678,188,290	777,259,540	811,062,170	801,470,215	3,067,980,215
Value.....	\$13,119,486	\$14,977,256	\$15,574,754	\$15,243,917	\$58,915,413

NEWSPAPER AND PERIODICAL STAMPS.

1-cent.....	275,200	287,000	249,900	233,050	1,045,150
2-cent.....	840,925	847,050	320,650	812,400	1,321,025
5-cent.....	235,640	259,150	242,000	212,570	949,360
10-cent.....	259,025	285,245	282,815	248,850	1,075,935
25-cent.....	114,610	118,060	109,594	111,800	454,064
50-cent.....	117,851	117,020	112,346	118,710	465,927
\$2.....	29,158	31,875	33,692	29,185	123,910
\$5.....	11,259	13,120	10,440	10,780	45,599
\$10.....	6,964	8,180	6,565	5,855	27,514
\$20.....	5,000	4,990	4,280	4,190	18,460
\$50.....	1,255	1,115	930	1,120	4,420
\$100.....	3,265	3,495	3,065	3,090	12,915
Total.....	1,400,152	1,476,250	1,376,277	1,291,600	5,544,279
Value.....	\$808,334	\$855,018	\$756,699	\$751,017	\$3,171,068

POSTAGE-DUE STAMPS.

1-cent.....	2,259,600	2,106,000	2,062,900	2,285,000	8,713,500
2-cent.....	1,937,900	2,130,650	2,072,800	2,315,400	8,456,750
3-cent.....	39,400	108,500	49,600	103,100	300,600
5-cent.....	133,880	237,440	181,600	153,740	706,660
10-cent.....	277,590	344,790	394,410	366,450	1,383,240
30-cent.....	2,790	2,060	1,180	1,120	7,150
50-cent.....	2,160	1,520	1,010	570	5,260
Total.....	4,653,520	4,930,960	4,763,500	5,225,380	19,573,160
Value.....	\$98,906	\$114,657	\$112,953	\$117,204	\$443,720

No. 6.—*Postage stamps, stamped envelopes, newspaper wrappers, and postal cards issued during the fiscal year ending June 30, 1897*—Continued.

SPECIAL-REQUEST STAMPED ENVELOPES.

Denomination.	Quarter ending—				Total.
	Sept. 30, 1896.	Dec. 31, 1896.	Mar. 31, 1897.	June 30, 1897.	
1-cent	3, 525, 500	4, 202, 500	4, 280, 750	3, 333, 000	15, 341, 750
2-cent	78, 082, 750	84, 937, 750	85, 478, 000	79, 435, 250	328, 833, 750
4-cent	26, 500	20, 750	43, 500	24, 500	115, 250
5-cent	43, 500	44, 000	45, 500	32, 500	165, 500
Total.....	82, 578, 250	89, 205, 000	89, 847, 750	82, 825, 250	344, 456, 250
Value	\$1, 768, 608. 65	\$1, 906, 337. 87	\$1, 920, 414. 58	\$1, 776, 015. 84	\$7, 371, 376. 94

ORDINARY STAMPED ENVELOPES AND NEWSPAPER WRAPPERS.

1-cent	8, 785, 750	10, 473, 000	9, 594, 000	9, 818, 000	38, 670, 750
2-cent	38, 116, 250	41, 621, 250	40, 719, 250	40, 740, 750	161, 197, 500
4-cent	19, 000	20, 250	33, 500	24, 000	96, 750
5-cent	47, 000	40, 750	42, 000	44, 750	174, 500
1-cent wrappers	9, 385, 500	10, 325, 000	9, 568, 750	9, 134, 750	38, 413, 500
2-cent wrappers	410, 500	552, 500	589, 250	470, 500	2, 022, 750
Total.....	56, 763, 500	63, 032, 750	60, 546, 750	60, 232, 750	240, 575, 750
Value	\$1, 046, 363. 09	\$1, 155, 209. 45	\$1, 118, 726. 18	\$1, 114, 225. 00	\$4, 434, 583. 87

POSTAL CARDS.

A, 1-cent	238, 500	249, 500	271, 500	262, 000	1, 021, 500
B, 1-cent	391, 000	414, 500	388, 000	.....	1, 193, 500
D, 2-cent	1, 297, 750	1, 163, 000	1, 209, 000	1, 807, 750	5, 477, 500
E, 2-cent	61, 200	96, 550	135, 500	140, 000	433, 250
F, 4-cent	750	4, 250	250	1, 750	7, 000
G, 1-cent	112, 209, 000	128, 116, 500	154, 210, 000	120, 940, 000	515, 475, 500
Total.....	114, 198, 200	130, 044, 300	156, 214, 250	123, 151, 500	523, 608, 250
Value	\$1, 155, 594	\$1, 313, 166	\$1, 575, 595	\$1, 251, 045	\$5, 285, 400

RECAPITULATION.

Articles issued.	Number.	Value.
Ordinary postage stamps	3, 063, 632, 885	\$58, 480, 780. 00
Special-delivery stamps	4, 346, 830	434, 633. 00
Newspaper and periodical stamps	5, 544, 279	3, 171, 068. 00
Postage-due stamps	19, 573, 160	443, 720. 00
Ordinary stamped envelopes	200, 139, 500	4, 009, 993. 67
Special-request envelopes	344, 456, 250	7, 371, 376. 94
Newspaper wrappers	40, 436, 250	424, 500. 00
Postal cards	523, 608, 250	5, 295, 400. 00
Aggregate	4, 201, 737, 904	79, 631, 561. 61

No. 7.—*Issue of postage stamps, stamped envelopes, newspaper wrappers, and postal cards, by denominations, for the fiscal year ending June 30, 1897.*

Denomination.	Ordinary, special-delivery, and postage-due stamps.	Stamped envelopes and newspaper wrappers.	Postal cards, not including those shipped to subagencies.	Newspaper and periodical stamps.	Total.
1-cent.....	733,365,000	92,426,000	517,690,500	1,045,150	1,844,526,650
2-cent.....	2,227,483,750	492,054,000	5,910,750	1,321,025	2,726,769,525
3-cent.....	20,086,900				20,086,900
4-cent.....	21,755,650	212,000	7,000		21,974,650
5-cent.....	45,080,680	340,000		949,360	46,370,040
6-cent.....	5,583,900				5,583,900
8-cent.....	9,305,350				9,305,350
10-cent.....	22,848,960			1,075,935	23,924,895
15-cent.....	1,892,820				1,892,820
25-cent.....				454,064	454,064
30-cent.....	7,150				7,150
50-cent.....	115,060			465,927	580,987
\$1.....	23,335				23,335
\$2.....	2,150			123,910	126,060
\$5.....	2,670			45,599	48,269
\$10.....				27,514	27,514
\$20.....				18,460	18,460
\$50.....				4,420	4,420
\$100.....				12,915	12,915
Total.....	3,087,553,375	585,032,000	523,608,250	5,544,279	4,201,737,904
Value.....	\$50,359,133.00	\$11,805,960.61	\$5,295,400.00	\$3,171,068.00	\$79,631,561.61

No. 8.—*Statement showing increase and decrease in the issue of postage stamps, stamped envelopes, newspaper wrappers, and postal cards for the fiscal year ending June 30, 1897, as compared with the issue of the preceding year.*

Articles issued.	1896.		1897.	
	Number.	Amount.	Number.	Amount.
Ordinary postage stamps.....	3,025,481,467	\$57,774,638.00	3,063,633,885	\$58,480,780.00
Special-delivery stamps.....	4,466,270	446,627.00	4,346,330	434,633.00
Newspaper and periodical stamps.....	5,505,672	2,819,177.00	5,544,279	3,171,068.00
Postage-due stamps.....	19,351,714	450,658.00	19,573,160	443,720.00
Ordinary stamped envelopes.....	218,016,500	4,305,618.32	200,139,500	4,009,953.67
Special-request envelopes.....	354,075,750	7,568,070.07	344,456,250	7,371,376.94
Newspaper wrappers.....	43,948,000	508,285.50	40,436,250	424,580.00
Postal cards.....	524,820,150	5,805,028.00	523,608,250	5,295,400.00
Total.....	4,195,665,523	79,178,101.89	4,201,737,904	79,631,561.61

Articles issued.	Increase.		Per cent of increase.	
	Number.	Amount.	Number.	Amount.
Ordinary postage stamps.....	88,152,418	\$706,142.00	1.26	1.22
Special-delivery stamps.....	a 119,940	a 11,994.00	a 2.66	a 2.69
Newspaper and periodical stamps.....	38,607	351,891.00	.70	12.48
Postage-due stamps.....	221,446	a 6,938.00	1.14	a 1.54
Ordinary stamped envelopes.....	a 17,877,000	a 205,824.65	a 8.20	a 6.87
Special-request envelopes.....	a 9,619,500	a 196,693.13	a 2.72	a 2.60
Newspaper wrappers.....	a 3,511,750	a 83,695.50	a 7.99	a 16.47
Postal cards.....	a 1,211,900	a 9,628.00	a .23	a .18
Total.....	6,072,381	453,459.72	.14	.67

a Decrease.

No. 9.—*Value of postage stamps issued, by fiscal years, from their introduction, July 1, 1847, to June 30, 1897.*

Year.	Ordinary.	Official.	Newspaper and periodical.	Postage-due.	Special-de- livery.	Total.
1847.....	\$274, 710. 00					\$274, 710. 00
1848.....						
1849.....						
1850.....						
1851.....						
1852.....	1, 535, 638. 51					1, 535, 638. 51
1853.....	1, 608, 792. 91					1, 608, 792. 91
1854.....	1, 526, 800. 00					1, 526, 800. 00
1855.....	2, 056, 127. 00					2, 056, 127. 00
1856.....	3, 611, 274. 40					3, 611, 274. 40
1857.....	4, 337, 135. 20					4, 337, 135. 20
1858.....	4, 945, 374. 35					4, 945, 374. 35
1859.....	5, 279, 405. 00					5, 279, 405. 00
1860.....	5, 920, 939. 00					5, 920, 939. 00
1861.....	5, 908, 522. 60					5, 908, 522. 60
1862.....	7, 078, 188. 00					7, 078, 188. 00
1863.....	9, 683, 394. 00					9, 683, 394. 00
1864.....	10, 177, 327. 00					10, 177, 327. 00
1865.....	12, 096, 987. 50					12, 096, 987. 50
1866.....	10, 816, 661. 00					10, 816, 661. 00
1867.....	11, 578, 607. 00					11, 578, 607. 00
1868.....	11, 751, 014. 00					11, 751, 014. 00
1869.....	12, 722, 568. 00					12, 722, 568. 00
1870.....	13, 976, 768. 00					13, 976, 768. 00
1871.....	14, 630, 715. 00					14, 630, 715. 00
1872.....	15, 840, 649. 00					15, 840, 649. 00
1873.....	16, 681, 189. 00					17, 176, 183. 70
1874.....	17, 275, 242. 00	\$494, 974. 70				18, 691, 087. 20
1875.....	18, 271, 479. 00	1, 415, 845. 20				19, 687, 324. 20
1876.....	18, 773, 454. 00	834, 970. 25	\$815, 902. 47			19, 922, 351. 72
1877.....	18, 181, 676. 00	863, 831. 50	945, 254. 75			20, 382, 540. 25
1878.....	19, 181, 454. 00	614, 107. 20	1, 000, 605. 10			19, 786, 388. 30
1879.....	19, 468, 618. 00	618, 094. 60	1, 083, 845. 30			21, 180, 557. 90
1880.....	20, 117, 259. 00	624, 999. 95	1, 088, 412. 18	\$365, 957. 00		22, 194, 628. 11
1881.....	22, 414, 928. 00	140, 198. 08	1, 252, 903. 30	251, 836. 00		24, 059, 866. 38
1882.....	24, 040, 627. 00	107, 777. 32	1, 398, 674. 00	254, 393. 00		25, 801, 471. 32
1883.....	28, 679, 528. 00	139, 991. 75	1, 602, 089. 70	352, 170. 00		30, 773, 780. 45
1884.....	30, 307, 179. 00	125, 839. 20	1, 752, 564. 50	404, 915. 90		32, 590, 498. 60
1885.....	29, 077, 444. 00	140, 040. 00	1, 623, 217. 80	353, 611. 00		31, 494, 312. 80
1886.....	26, 429, 628. 00		2, 447, 268. 50	308, 492. 00		30, 785, 388. 50
1887.....	31, 172, 364. 00		1, 097, 390. 00	159, 989. 00	\$259, 956	32, 799, 699. 00
1888.....	33, 774, 156. 00		1, 264, 413. 80	235, 136. 00	124, 594	35, 498, 290. 80
1889.....	36, 293, 183. 00		1, 588, 425. 00	283, 954. 00	133, 179	38, 298, 741. 00
1890.....	37, 996, 027. 00		1, 683, 751. 00	299, 201. 00	157, 565	40, 116, 544. 00
1891.....	42, 734, 108. 00		1, 711, 464. 00	324, 712. 00	212, 089	44, 982, 373. 00
1892.....	46, 239, 050. 00		2, 055, 798. 00	361, 573. 00	256, 935	48, 913, 356. 00
1893.....	48, 850, 562. 00		2, 509, 516. 00	425, 970. 00	311, 722	51, 797, 770. 00
1894.....	53, 603, 546. 00		2, 50, 324. 00	423, 583. 50	352, 807	57, 230, 260. 50
1895.....	50, 590, 540. 00		2, 413, 920. 00	428, 816. 00	367, 402	54, 000, 678. 00
1896.....	53, 351, 789. 30		2, 845, 188. 50	445, 452. 50	390, 878	57, 033, 308. 30
1897.....	57, 774, 638. 00		2, 819, 177. 00	450, 658. 00	446, 627	61, 491, 100. 00
1897.....	58, 480, 780. 00		3, 171, 068. 00	443, 720. 00	484, 633	62, 530, 201. 00

No. 10.—*Statement, by fiscal years, of the issues of stamped envelopes, from the date of their first issue, June 27, 1853, to June 30, 1897, with percentages of issues of special-request envelopes, from the date of their first issue, May, 1865.*

Year ending June 30—	Ordinary envelopes, including wrappers.	Special-request envelopes.	Total.	Percentage of request envelopes.
1853.....	5,000,000		5,000,000	
1854.....	21,384,100		21,384,100	
1855.....	23,451,725		23,451,725	
1856.....	23,764,050		23,764,050	
1857.....	33,033,400		33,033,400	
1858.....	30,971,375		30,971,375	
1859.....	30,280,300		30,280,300	
1860.....	29,280,025		29,280,025	
1861.....	26,027,150		26,027,150	
1862.....	27,234,150		27,234,150	
1863.....	25,648,750		25,648,750	
1864.....	28,218,800		28,218,800	
1865.....	25,450,175	750,000	26,200,175	2.86
1866.....	30,386,300	8,708,525	39,094,725	22.28
1867.....	46,421,400	16,665,250	63,086,650	26.42
1868.....	47,894,900	26,469,750	73,364,650	34.72
1869.....	49,851,000	31,824,100	81,675,100	38.97
1870.....	49,961,400	36,338,000	86,299,500	42.12
1871.....	50,563,625	48,111,650	104,675,275	45.97
1872.....	67,100,750	46,825,000	113,925,750	41.10
1873.....	78,971,350	52,201,250	131,172,600	39.80
1874.....	84,478,250	51,940,250	136,418,500	38.08
1875.....	95,135,400	54,631,000	149,766,400	36.48
1876.....	100,965,750	64,554,500	165,520,250	39.00
1877.....	106,276,050	64,374,500	170,650,550	37.72
1878.....	115,715,100	67,845,250	183,560,350	36.96
1879.....	110,508,700	67,658,250	177,561,950	37.77
1880.....	130,301,500	76,835,500	207,137,000	37.09
1881.....	142,043,050	85,024,000	227,067,050	37.44
1882.....	155,861,200	100,704,250	256,565,450	39.25
1883.....	158,668,300	100,678,250	259,346,550	38.79
1884.....	192,716,350	129,515,500	322,232,050	40.19
1885.....	185,954,050	136,796,750	322,751,400	42.38
1886.....	201,265,450	152,742,250	354,008,100	43.14
1887.....	210,507,300	171,104,000	381,611,300	44.84
1888.....	237,010,500	196,025,250	433,035,750	45.34
1889.....	231,078,050	220,798,250	451,876,300	48.86
1890.....	262,620,950	251,212,000	513,832,950	48.89
1891.....	274,482,750	281,743,500	556,226,250	50.06
1892.....	279,820,700	313,856,000	593,676,700	52.86
1893.....	300,135,436	336,144,000	636,279,436	52.83
1894.....	258,452,468	313,022,750	571,475,218	54.93
1895.....	260,453,900	335,595,000	596,048,900	56.01
1896.....	261,964,500	354,075,750	616,040,250	57.48
1897.....	340,575,750	344,456,250	685,032,000	58.88

No. 11.—*Statement, by fiscal years, of the number of postal cards supplied postmasters from the date of their first issue, May 1, 1873, to June 30, 1897.*

Year.	1-cent.	2-cent.	4-cent.	Total.
June 30—				
1873.....	31,094,000			31,094,000
1874.....	91,079,000			91,079,000
1875.....	107,616,000			107,616,000
1876.....	150,815,000			150,815,000
1877.....	170,015,500			170,015,500
1878.....	200,630,000			200,630,000
1879.....	221,797,000			221,797,000
1880.....	269,754,000	2,796,500		272,550,500
1881.....	308,412,500	124,000		308,536,500
1882.....	351,394,500	103,500		351,498,000
1883.....	379,424,500	92,250		379,516,750
1884.....	362,789,500	87,250		362,876,750
1885.....	339,336,500	80,000		339,416,500
1886.....	353,499,000	149,000		353,648,000
1887.....	358,778,000	161,250		358,939,250
1888.....	381,671,500	128,000		381,799,500
1889.....	386,672,500	130,000		386,802,500
1890.....	429,341,600	173,750		429,515,350
1891.....	423,817,000	399,750		424,216,750
1892.....	511,122,000	811,500		511,933,500
1893.....	516,971,850	13,839,000	194,750	530,505,600
1894.....	464,178,000	4,318,750	3,000	468,499,750
1895.....	487,811,500	4,485,800	8,250	492,305,550
1896.....	519,147,000	5,668,400	4,750	524,820,150
1897.....	517,690,500	5,910,750	7,000	523,608,250

No. 12.—*Comparative statement of second-class matter mailed at post-offices of the first class during the past two years.*

Post-office.	Year ending June 30, 1896.		Year ending June 30, 1897.		Increase or decrease for 1897.			Per cent of total amount collected in the United States.
	Weight.	Postage collected.	Weight.	Postage collected.	Weight.	Postage.	Per cent.	
	<i>Pounds.</i>		<i>Pounds.</i>		<i>Pounds.</i>			
New York, N. Y.....	67,139,932	\$671,899.32	75,661,825	\$756,613.25	8,521,893	\$85,213.93	12.69	24.36
Chicago, Ill.....	42,013,373	420,133.73	42,074,404	420,744.04	61,031	610.31	.15	13.54
St. Louis, Mo.....	17,610,000	176,100.00	16,398,910	163,989.10	1,211,090	12,110.90	a6.83	5.28
Boston, Mass.....	16,623,536	166,235.36	16,630,613	166,306.13	7,077	70.77	.04	5.35
Philadelphia, Pa.....	13,728,810	137,288.10	13,448,242	134,482.42	278,568	2,785.68	a2.10	4.33
Cincinnati, Ohio.....	8,574,421	85,744.21	9,945,818	99,458.18	1,371,397	13,713.97	15.99	3.20
Minneapolis, Minn.....	5,699,350	56,993.50	5,606,712	56,067.12	92,638	926.38	a1.63	1.80
Augusta, Me.....	5,630,022	56,300.22	6,072,885	60,728.85	442,863	4,428.63	7.87	1.95
San Francisco, Cal.....	5,182,202	51,822.02	5,186,395	51,863.95	4,193	41.93	.08	1.67
Kansas City, Mo.....	4,806,568	48,065.68	5,086,230	50,862.39	279,671	2,796.71	5.82	1.64
Milwaukee, Wis.....	3,735,992	37,359.92	3,667,129	36,671.29	68,833	688.33	a1.84	1.18
Cleveland, Ohio.....	3,648,973	36,439.73	3,440,763	34,467.63	197,210	1,972.10	a5.41	1.11
Detroit, Mich.....	3,568,839	35,688.39	3,484,113	34,841.13	84,717	847.17	a2.32	1.12
Pittsburg, Pa.....	3,307,189	33,071.89	3,699,287	36,992.87	362,107	3,621.07	10.92	1.18
St. Paul, Minn.....	3,241,149	32,411.49	3,412,863	34,128.63	171,723	1,717.23	5.30	1.10
Springfield, Ohio.....	2,859,724	28,597.24	2,502,626	25,026.26	357,098	3,570.98	a12.48	.81
Atlanta, Ga.....	2,608,765	26,087.65	3,095,255	30,952.55	486,490	4,864.90	18.26	1.00
Denver, Colo.....	2,608,507	26,035.07	2,519,150	25,191.50	84,357	843.57	a3.24	.81
Elgin, Ill.....	2,288,241	22,882.41	2,264,947	22,649.47	6,706	67.06	.06	.73
Louisville, Ky.....	2,161,883	21,618.83	2,072,754	20,727.54	89,134	891.34	a4.12	.67
Springfield, Mass.....	2,077,848	20,775.48	2,396,993	23,969.93	319,445	3,194.45	15.88	.77
Baltimore, Md.....	2,023,708	20,237.08	2,070,955	20,709.55	47,247	472.47	2.33	.67
Washington, D. C.....	1,995,058	19,950.58	2,450,161	24,501.61	455,106	4,551.06	23.81	.79
Omaha, Nebr.....	1,948,918	19,489.18	2,127,881	21,278.81	178,963	1,789.63	9.18	.69
Nashville, Tenn.....	1,778,728	17,787.28	1,840,694	18,406.94	61,968	619.68	3.48	.59
New Orleans, La.....	1,696,787	16,967.87	1,681,065	16,810.65	15,692	156.92	a.92	.54
Des Moines, Iowa.....	1,568,796	15,637.96	1,598,017	15,980.17	222,221	2,222.21	16.29	.51
Indianapolis, Ind.....	1,332,722	13,327.22	1,348,997	13,489.97	16,275	162.75	1.21	.45
Buffalo, N. Y.....	1,277,014	12,770.14	1,453,293	14,532.93	170,279	1,702.79	13.80	.79
Toledo, Ohio.....	1,252,311	12,523.11	1,496,747	14,967.47	244,436	2,444.36	19.73	.48
Dallas, Tex.....	1,065,205	10,652.05	1,184,866	11,848.66	119,661	1,196.61	11.23	.38

a Decrease.

No. 12.—*Comparative statement of second-class matter mailed at post-offices of the first class during the past two years—Continued.*

Post-office.	Year ending June 30, 1896.		Year ending June 30, 1897.		Increase or decrease for 1897.			Per cent of total amount collected to the United States.
	Weight.	Postage collected.	Weight.	Postage collected.	Weight.	Postage.	Per cent.	
	<i>Pounds.</i>		<i>Pounds.</i>		<i>Pounds.</i>			
Rochester, N. Y.	1,037,851	\$10,378.51	1,053,992	\$10,539.92	16,141	\$161.41	1.56	.34
Etica, N. Y.	931,748	9,317.48	922,139	9,221.39	9,609	96.09	a1.04	.30
Richmond, Va.	866,654	8,666.54	953,547	9,535.47	86,893	868.93	10.03	.31
Columbus, Ohio	797,818	7,978.18	859,471	8,594.71	61,653	618.53	7.75	.28
Dayton, Ohio	763,461	7,634.61	749,063	7,490.63	24,098	233.98	a3.08	.24
Albany, N. Y.	755,949	7,559.49	660,983	6,609.83	94,066	940.66	a12.43	.21
Syracuse, N. Y.	729,337	7,293.37	611,051	6,110.51	118,286	1,152.86	a14.56	.20
Topeka, Kans.	706,885	7,068.85	794,304	7,943.04	87,419	874.19	12.36	.26
Grand Rapids, Mich.	617,644	6,176.44	624,065	6,240.65	7,421	73.47	1.19	.29
St. Joseph, Mo.	606,920	6,069.20	558,044	5,580.44	7,879	78.79	a1.39	.18
Williamsport, Pa.	556,614	5,566.14	615,614	6,156.14	58,999	588.99	10.56	.29
Houston, Tex.	507,177	5,071.77	667,789	6,677.89	160,612	1,606.12	31.67	.21
Memphis, Tenn.	482,205	4,822.05	571,535	5,715.35	89,330	893.30	18.53	.19
Sioux City, Iowa	473,518	4,735.18	498,565	4,985.65	25,037	250.37	5.29	.16
Lincoln, Nebr.	465,828	4,658.28	515,774	5,157.74	49,946	499.46	10.72	.17
Seattle, Wash.	456,776	4,567.76	465,877	4,658.77	9,099	90.99	1.99	.15
Hartford, Conn.	446,547	4,465.47	468,224	4,682.24	21,677	216.77	4.85	.15
Portland, Me.	431,359	4,313.59	469,459	4,694.59	38,100	381.00	8.83	.15
Salt Lake City, Utah	560,461	5,604.61	643,827	6,438.27	83,366	833.66	14.87	.21
Portland, Oreg.	423,181	4,231.81	430,317	4,303.17	7,136	71.36	1.69	.14
Peoria, Ill.	420,458	4,204.58	507,624	5,076.24	87,166	871.66	20.73	.17
Springfield, Ill.	408,321	4,083.21	527,188	5,271.88	118,867	1,188.67	29.11	.16
Providence, R. I.	405,984	4,059.84	387,040	3,870.40	18,944	189.44	a4.44	.12
Bangor, Me.	398,515	3,985.15	488,286	4,882.86	89,771	897.71	22.52	.10
Brooklyn, N. Y.	389,486	3,894.86	406,009	4,060.09	17,523	175.23	4.42	.13
Galveston, Tex.	384,815	3,848.15	357,859	3,578.59	26,956	269.56	a6.96	.12
Fort Worth, Tex.	377,860	3,778.60	47,037	476.97	330,163	3,301.63	a87.28	.02
Des Moines, Iowa	373,505	3,735.05	459,066	4,590.66	85,611	856.11	22.93	.15
Quincy, Ill.	369,108	3,691.08	381,107	3,814.07	12,299	122.99	3.33	.13
Los Angeles, Cal.	361,417	3,614.17	399,777	3,997.77	38,360	383.60	10.61	.12
Manchester, N. H.	350,278	3,502.78	318,002	3,180.02	32,276	322.76	a9.21	.11
Jacksonville, Fla.	345,306	3,453.06	352,045	3,520.45	6,739	67.39	1.95	.11
Floral Park, N. Y.	342,275	3,422.75	478,862	4,788.62	136,587	1,365.87	39.91	.15
Elmira, N. Y.	340,523	3,405.23	309,780	3,097.80	21,753	217.53	a7.12	.10
Cedar Rapids, Iowa	339,091	3,390.91	372,279	3,722.79	33,178	331.78	16.01	.12
Harrisburg, Pa.	303,178	3,031.78	317,156	3,171.56	13,978	139.78	4.61	.10
San Antonio, Tex.	282,207	2,822.07	311,275	3,112.75	29,068	290.68	10.30	.10
Little Rock, Ark.	276,508	2,765.08	306,368	3,063.68	30,069	300.69	10.68	.10
Chattanooga, Tenn.	261,009	2,610.09	259,198	2,591.98	4,668	46.68	a1.66	.09
Oakland, Cal.	259,835	2,598.35	284,814	2,848.14	24,979	249.79	9.61	.09
Worcester, Mass.	252,890	2,528.90	291,039	2,910.39	39,049	390.49	15.40	.09
Birmingham, Ala.	236,543	2,365.43	291,235	2,912.35	29,308	293.08	a12.71	.06
Lancaster, Pa.	216,730	2,167.30	216,261	2,162.61	469	4.69	a.21	.07
Troy, N. Y.	209,818	2,098.18	210,267	2,102.67	6,389	63.89	3.04	.07
Battle Creek, Mich.	206,914	2,069.14	223,573	2,235.73	16,659	166.59	8.05	.07
Binghamton, N. Y.	203,589	2,035.89	213,610	2,136.10	10,021	100.21	4.92	.07
Rockford, Ill.	197,312	1,973.12	185,796	1,857.96	11,516	115.16	a5.84	.06
Newark, N. J.	194,189	1,941.89	175,507	1,755.07	18,589	185.89	a9.52	.06
Charleston, S. C.	188,891	1,888.91	197,064	1,970.64	8,293	82.93	4.59	.06
Waco, Tex.	186,758	1,867.58	217,151	2,171.51	30,393	303.93	16.27	.07
Savannah, Ga.	182,635	1,826.35	215,726	2,157.26	33,091	330.91	18.51	.07
Bloomington, Ill.	176,856	1,768.56	180,980	1,809.80	4,125	41.25	2.33	.06
Savannah, Ga.	174,199	1,741.99	186,668	1,866.68	12,472	124.72	7.16	.06
Saginaw East Side, Mich.	173,771	1,737.71	200,987	2,009.87	27,216	272.16	15.66	.06
Montgomery, Ala.	173,388	1,733.88	167,822	1,678.22	5,566	55.66	a3.21	.05
Wichita, Kans.	170,064	1,700.64	173,170	1,731.70	3,106	31.06	1.82	.06
Spokane, Wash.	166,048	1,660.48	274,419	2,744.19	108,371	1,083.73	65.27	.09
Racine, Wis.	162,158	1,624.58	180,348	1,803.48	17,892	178.92	11.01	.06
Sacramento, Cal.	159,027	1,590.27	205,334	2,053.34	46,307	463.07	29.12	.07
Wheeling, W. Va.	156,871	1,568.71	180,658	1,806.58	23,787	237.87	15.18	.06
New Haven, Conn.	156,349	1,563.49	164,680	1,646.80	8,431	84.31	5.40	.05
Knoxville, Tenn.	151,696	1,516.96	209,403	2,094.03	56,707	567.07	37.30	.07
Burlington, Iowa	151,514	1,515.14	163,360	1,633.60	11,852	118.52	7.82	.05
Lexington, Ky.	150,739	1,507.39	141,952	1,419.52	8,787	87.87	a5.83	.04
Reading, Pa.	142,481	1,424.81	175,367	1,753.67	32,886	328.86	23.08	.06
Council Bluffs, Iowa	142,092	1,420.92	122,661	1,226.61	19,431	194.31	a13.67	.04
Norfolk, Va.	139,793	1,397.93	117,134	1,171.34	22,659	226.59	a16.21	.04
Concord, N. H.	137,822	1,378.22	131,382	1,313.82	6,440	64.40	a4.67	.04

a Decrease.

No. 12.—Comparative statement of second-class matter mailed at post-offices of the first class during the past two years—Continued.

Post-office.	Year ending June 30, 1896.		Year ending June 30, 1897.		Increase or decrease for 1897.			Per cent of total amount collected in the United States.
	Weight.	Postage collected.	Weight.	Postage collected.	Weight.	Postage.	Per cent.	
	Pounds.		Pounds.		Pounds.			
Allentown, Pa.	137,732	\$1,377.32	122,120	\$1,221.20	15,612	\$156.12	a11.34	.04
Terre Haute, Ind.	137,421	1,374.21	135,262	1,352.62	2,159	21.59	a1.57	.04
Canton, Ohio	134,311	1,343.11	153,810	1,538.10	19,499	194.99	14.52	.05
Duluth, Minn.	133,198	1,331.98	127,050	1,270.50	6,148	61.48	a4.62	.04
Augusta, Ga.	131,293	1,312.93	148,979	1,489.79	17,686	176.86	13.39	.05
Burlington, Vt.	130,226	1,302.26	150,193	1,501.93	19,967	199.67	15.32	.05
Kalamazoo, Mich.	127,595	1,275.95	124,016	1,240.16	3,579	35.79	a2.80	.04
Evansville, Ind.	126,701	1,267.01	120,146	1,201.46	6,555	65.55	a5.17	.04
Macon, Ga.	126,145	1,261.45	135,907	1,359.07	9,762	97.62	7.74	.04
Decatur, Ill.	121,616	1,216.16	99,268	992.68	22,348	223.48	a18.38	.04
Poughkeepsie, N. Y.	119,944	1,199.44	64,611	646.11	55,333	553.33	a66.05	.02
Fort Wayne, Ind.	117,788	1,177.88	138,003	1,380.03	20,215	202.15	17.16	.04
Helena, Mont.	116,339	1,163.39	126,633	1,266.33	10,294	102.94	8.85	.04
Davenport, Iowa.	115,482	1,154.82	132,454	1,324.54	16,972	169.72	14.70	.04
New Bedford, Mass.	102,637	1,026.37	93,226	932.26	9,411	94.11	a9.17	.03
Takoma, Wash.	100,796	1,007.96	104,256	1,042.56	3,460	34.60	3.43	.03
Lafayette, Ind.	99,070	990.70	102,240	1,022.40	3,170	31.70	3.18	.03
Allegheny, Pa.	99,026	990.26	107,176	1,071.76	8,150	81.50	8.23	.03
Austin, Tex.	98,281	982.81	112,338	1,123.38	14,057	140.57	14.30	.04
Waterbury, Conn.	95,809	958.09	116,393	1,163.93	20,584	205.84	21.48	.04
Butte, Mont.	93,774	937.74	128,717	1,287.17	34,943	349.43	37.26	.04
Wilkesbarre, Pa.	92,274	922.74	96,434	964.34	4,160	41.60	a4.51	.03
Wilmington, Del.	92,162	921.62	90,734	907.34	1,428	14.28	a1.55	.03
Trenton, N. J.	91,013	910.13	85,314	853.14	5,699	56.99	a6.26	.03
Galesburg, Ill.	90,754	907.54	85,107	851.07	55,647	556.47	a61.32	.01
Erie, Pa.	90,587	905.87	101,293	1,012.93	10,706	107.06	11.82	.03
York, Pa.	83,589	835.89	96,607	966.07	13,018	130.18	15.57	.03
Youngstown, Ohio.	79,817	798.17	88,623	886.23	8,806	88.06	11.03	.03
Lowell, Mass.	73,751	737.51	73,814	738.14	63	63	.09	.02
San Jose, Cal.	72,343	723.43	61,547	615.47	10,796	107.96	a14.92	.02
La Crosse, Wis.	69,688	696.88	88,693	886.98	19,010	190.10	27.28	.03
Bridgeport, Conn.	69,107	691.07	70,632	706.32	1,525	15.25	2.21	.02
Kalamazoo, Mich.	68,095	680.95	66,157	661.57	1,938	19.38	a2.85	.02
Keokuk, Iowa.	67,908	679.08	68,515	685.15	607	6.07	.90	.02
Zanesville, Ohio.	66,364	663.54	63,402	634.02	2,952	29.52	a4.45	.02
Camden, N. J.	65,838	658.38	69,125	691.25	3,287	32.87	a4.99	.02
Joliet, Ill.	65,456	654.56	66,044	660.44	588	5.88	.90	.02
Lynchburg, Va.	63,339	633.39	55,526	555.26	7,813	78.13	a12.34	.02
Mobile, Ala.	63,232	632.32	66,926	669.26	3,694	36.94	5.84	.02
Paterson, N. J.	60,435	604.35	64,128	641.28	3,693	36.93	6.11	.02
Elkhart, Ind.	60,016	600.16	67,782	677.82	7,766	77.66	12.94	.02
Madison, Wis.	58,086	580.86	90,365	903.65	32,279	322.79	55.57	.02
Lansing, Mich.	58,038	580.38	77,172	771.72	19,134	191.34	32.97	.02
Jamestown, N. Y.	56,858	568.58	50,390	503.90	6,468	64.68	a11.20	.02
Pueblo, Colo.	55,317	553.17	49,051	490.51	6,266	62.66	a11.33	.02
Fall River, Mass.	54,016	540.16	55,127	551.27	1,111	11.11	2.06	.02
Lynn, Mass.	51,479	514.79	28,860	288.60	22,619	226.19	a43.94	.01
Newburg, N. Y.	51,002	510.02	42,694	426.94	8,308	83.08	a16.29	.01
Lawrence, Mass.	45,892	458.92	43,927	439.27	1,965	19.65	a4.28	.01
Fitchburg, Mass.	43,645	436.45	81,126	811.26	12,519	125.19	a28.68	.01
Colorado Springs, Colo.	42,521	425.21	59,697	596.97	17,176	171.76	40.39	.02
Akron, Ohio	42,186	421.86	162,111	1,621.11	119,925	1,199.25	284.28	.05
Salom, Mass.	39,244	392.44	37,548	375.48	1,696	16.96	a4.32	.01
Mansfield, Ohio.	38,033	380.33	40,756	407.56	2,723	27.23	7.16	.01
South Bend, Ind.	37,365	373.65	29,928	299.28	7,437	74.37	a19.90	.01
Richmond, Ind.	37,247	372.47	32,642	326.42	4,605	46.05	a12.36	.01
Kansas City, Kans.	36,246	362.46	35,734	357.34	512	5.12	a1.41	.01
Pawtucket, R. I.	36,043	360.43	40,493	404.93	4,450	44.50	12.35	.01
Brookton, Mass.	33,020	330.20	37,946	379.46	4,926	49.26	14.92	.01
Meriden, Conn.	32,326	323.26	33,928	339.28	1,602	16.02	4.96	.01
Haverhill, Mass.	31,925	319.25	20,704	207.04	2,221	22.21	a7.00	.01
Newport, R. I.	31,602	316.02	30,669	306.69	933	9.33	a2.95	.01
Schenectady, N. Y.	31,309	313.09	29,030	290.30	2,279	22.79	a7.28	.01
Elizabeth, N. J.	31,159	311.59	30,026	300.26	1,133	11.33	a3.64	.01
Holyoke, Mass.	29,259	292.59	29,033	290.33	226	2.26	a.77	.01
Jersey City, N. J.	29,122	291.22	32,499	324.99	3,377	33.77	11.60	.01
Auburn, N. Y.	28,072	280.72	28,834	288.34	762	7.62	2.71	.01

a Decrease.

No. 12.—*Comparative statement of second-class matter mailed at post-offices of the first class during the past two years—Continued.*

Post-office.	Year ending June 30, 1896.		Year ending June 30, 1897.		Increase or decrease for 1897.			Per cent of total amount collected in the United States.
	Weight.	Postage collected.	Weight.	Postage collected.	Weight.	Postage.	Per cent.	
	<i>Pounds.</i>		<i>Pounds.</i>		<i>Pounds.</i>			
Atlantic City, N. J.	17, 499	\$174. 98	19, 737	\$197. 37	2, 238	\$22. 88	12. 79	. 01
Yonkers, N. Y.	17, 357	173. 57	16, 731	167. 31	626	6. 26	3. 61	. 01
Hoboken, N. J.	16, 703	167. 03	25, 214	252. 14	8, 511	85. 11	50. 95	. 01
Total.....	264, 867, 931	2, 643, 679. 31	276, 874, 363	2, 768, 742. 63	12, 506, 432	125, 064. 32	4. 74	89. 13

a Decrease.

No. 13.—Number of registered letters and parcels transmitted through the mails from

States.	Quarter ending September 30, 1896.				
	Domestic.		Foreign.		Free.
	Letters.	Parcels.	Letters.	Parcels.	
Alabama.....	33,616	1,969	315	30	6,741
Alaska.....	641	133	46	3	115
Arizona.....	8,714	1,019	409	42	1,488
Arkansas.....	28,135	1,320	152	10	5,958
California.....	65,417	14,002	12,441	1,726	17,438
Colorado.....	30,376	4,633	2,335	179	5,069
Connecticut.....	39,603	6,647	5,416	381	75,255
Delaware.....	4,770	143	145	25	702
District of Columbia.....	13,854	1,890	925	298	164,168
Florida.....	24,417	2,051	895	45	5,598
Georgia.....	44,618	2,492	448	38	8,255
Idaho.....	14,246	1,610	351	27	2,177
Illinois.....	119,695	36,751	13,888	1,309	29,639
Indiana.....	49,670	3,268	931	207	14,499
Indian Territory.....	14,317	396	104	1	2,302
Iowa.....	45,671	4,449	1,406	121	16,959
Kansas.....	26,112	2,841	657	42	12,729
Kentucky.....	41,965	4,400	405	57	5,898
Louisiana.....	39,655	4,249	2,388	205	5,745
Maine.....	43,198	2,039	3,002	47	5,742
Maryland.....	38,920	1,991	1,291	184	3,494
Massachusetts.....	110,786	11,237	24,914	1,862	14,558
Michigan.....	41,788	4,838	4,872	235	14,808
Minnesota.....	36,915	3,419	3,137	208	9,341
Mississippi.....	29,890	2,051	166	23	6,697
Missouri.....	74,773	9,533	3,016	537	23,175
Montana.....	18,318	1,649	1,873	41	2,442
Nebraska.....	17,606	1,961	757	53	7,168
Nevada.....	4,767	457	307	12	1,004
New Hampshire.....	22,057	749	2,071	55	3,200
New Jersey.....	64,589	3,037	8,393	248	7,570
New Mexico.....	7,495	830	212	43	1,272
New York.....	327,634	49,295	67,891	13,850	45,424
North Carolina.....	35,413	2,595	80	8	6,483
North Dakota.....	12,147	590	736	23	3,256
Ohio.....	84,338	7,769	5,021	397	28,550
Oklahoma.....	11,091	425	61	1	1,956
Oregon.....	20,812	2,364	1,478	49	4,168
Pennsylvania.....	180,147	13,912	21,073	1,344	31,691
Rhode Island.....	16,108	1,910	3,005	223	1,635
South Carolina.....	20,314	1,059	111	18	3,882
South Dakota.....	11,482	730	451	4	4,518
Tennessee.....	36,356	2,274	323	23	5,807
Texas.....	52,910	4,954	2,620	195	16,352
Utah.....	11,566	1,062	528	19	1,298
Vermont.....	16,060	792	1,290	32	2,967
Virginia.....	53,595	3,605	402	67	7,117
Washington.....	24,254	2,147	1,879	258	4,905
West Virginia.....	38,257	1,021	230	8	4,546
Wisconsin.....	43,211	2,992	2,502	99	12,336
Wyoming.....	7,688	768	166	13	978
Total.....	2,159,424	238,558	206,815	24,409	663,075

each State and Territory in the United States during the fiscal year ending June 30, 1897.

Quarter ending December 31, 1896.					Quarter ending March 31, 1897.				
Domestic.		Foreign.		Free.	Domestic.		Foreign.		Free.
Letters.	Parcels.	Letters.	Parcels.		Letters.	Parcels.	Letters.	Parcels.	
48,175	3,945	289	30	8,765	48,285	2,729	374	13	7,836
693	205	54	7	121	427	149	54	2	99
11,146	2,080	484	90	1,632	10,737	1,499	532	46	1,493
40,082	3,059	199	20	7,691	38,464	1,969	228	11	6,717
87,270	23,643	15,773	2,109	21,251	67,840	23,495	12,976	2,331	18,804
35,094	9,351	2,765	257	5,580	29,910	5,000	2,441	174	4,833
44,146	6,423	6,431	344	63,008	41,232	5,377	5,592	407	82,750
5,293	304	180	24	787	5,051	214	149	17	715
15,454	4,676	1,375	378	176,160	14,761	2,988	1,151	315	193,447
25,947	3,778	945	98	5,383	27,964	3,158	1,055	76	5,759
55,891	4,621	674	55	10,211	54,618	3,162	654	29	9,397
18,024	2,479	535	18	2,435	15,588	1,707	332	15	2,274
143,994	59,779	17,384	1,890	32,808	137,745	40,213	14,335	1,751	31,425
58,695	6,648	1,270	163	16,267	60,817	4,967	1,324	106	15,845
15,220	609	170	3	2,868	12,592	454	177		2,370
55,369	8,752	2,323	159	19,588	60,385	5,501	2,074	87	18,942
31,892	5,951	913	50	14,760	31,827	3,990	902	21	13,893
47,782	6,675	667	51	7,233	50,809	6,255	499	74	6,934
52,486	7,012	3,089	263	7,291	47,530	4,800	3,233	221	6,507
45,326	3,572	3,297	69	6,017	43,047	1,929	2,677	50	5,908
45,943	3,362	1,781	283	3,885	45,063	1,987	1,454	176	3,754
121,121	22,152	29,156	1,974	14,927	119,060	13,795	25,231	1,474	15,289
59,724	9,852	5,461	358	16,098	58,395	5,392	4,792	345	15,673
48,833	7,975	4,852	333	11,233	44,093	5,282	3,545	238	10,838
41,953	3,867	236	18	8,318	42,913	2,371	206	12	7,624
85,837	21,158	3,953	823	24,831	90,471	12,429	3,303	772	24,771
22,784	4,048	2,190	142	2,795	19,627	1,993	1,778	46	2,714
25,229	4,351	1,221	103	8,601	23,048	3,136	1,088	55	9,271
6,181	945	428	19	1,111	5,833	553	378	23	1,009
21,543	1,128	2,383	88	3,413	20,797	685	2,177	74	3,278
57,712	4,636	10,484	348	7,236	56,314	2,727	9,175	268	7,180
8,651	2,115	309	69	1,392	8,952	1,200	257	35	1,476
348,281	80,927	85,436	18,862	48,296	328,107	57,948	78,228	17,770	48,789
43,603	3,658	97	13	7,249	45,124	2,600	72	9	6,868
17,015	1,360	1,426	59	3,952	13,475	685	1,029	10	3,502
100,578	17,141	6,059	670	30,293	104,331	10,667	5,153	562	30,644
14,576	999	94	10	2,144	14,391	614	69	7	2,159
25,532	4,983	1,885	133	4,760	24,922	3,059	1,238	29	4,453
206,645	23,082	25,498	1,824	33,917	213,629	14,655	23,937	1,474	35,258
15,903	3,020	3,758	286	1,991	15,539	2,289	3,044	189	1,627
30,563	1,712	143	28	4,717	27,334	1,190	174	12	4,277
17,525	1,963	822	28	5,887	13,877	828	565	11	4,677
43,546	4,448	428	35	6,265	47,600	2,613	427	24	6,122
73,278	10,256	3,201	331	19,766	68,974	6,192	2,939	328	16,898
15,464	2,910	757	72	1,554	14,485	1,363	621	45	1,662
16,038	1,704	1,405	66	3,067	15,481	905	1,211	60	3,211
60,821	7,437	581	90	7,389	61,104	2,774	551	92	7,493
28,134	6,043	2,504	320	5,632	27,611	2,762	2,066	248	5,411
42,365	1,930	316	24	4,917	45,040	1,144	321	12	4,643
53,416	7,721	3,199	179	13,671	53,054	5,059	2,747	107	13,356
9,890	1,524	248	28	1,115	8,168	835	193	29	1,042
2,526,672	436,469	259,127	33,692	720,287	2,476,797	289,363	223,726	30,302	740,877

No. 13.—Number of registered letters and parcels transmitted through the mails from each

States.	Quarter ending June 30, 1897.					Total.	
	Domestic.		Foreign.		Free.	Domestic.	
	Letters.	Parcels.	Letters.	Parcels.		Letters.	Parcels.
Alabama	40,530	2,439	232	21	6,829	170,556	11,082
Alaska	652	157	00	13	173	2,413	644
Arizona	10,386	1,296	508	89	1,518	40,963	5,894
Arkansas	31,743	1,942	172	6	5,671	138,424	8,290
California	62,542	18,173	12,173	1,910	17,168	263,069	84,313
Colorado	27,426	3,959	2,368	149	4,497	122,812	22,943
Connecticut	39,887	6,907	5,853	874	74,170	164,866	25,554
Delaware	4,076	201	150	16	638	20,090	862
District of Columbia	14,403	3,141	1,388	390	209,874	57,972	12,695
Florida	25,742	2,412	1,150	58	5,621	104,070	11,439
Georgia	47,854	2,755	460	61	8,073	202,876	13,030
Idaho	15,933	1,413	273	8	2,132	63,791	7,269
Illinois	122,717	39,407	13,101	1,709	29,737	524,151	176,170
Indiana	53,632	4,098	996	198	14,898	222,814	18,981
Indian Territory	10,494	343			2,085	53,623	1,802
Iowa	46,493	4,696	1,608	85	17,495	207,918	23,398
Kansas	27,231	3,087	687	26	12,845	116,562	15,869
Kentucky	45,227	5,328	422	58	6,125	185,793	22,658
Louisiana	42,563	5,025	2,861	152	6,098	182,234	21,096
Maine	48,867	1,772	2,539	35	0,269	175,438	9,312
Maryland	42,553	1,618	1,536	204	2,880	172,579	8,998
Massachusetts	110,879	13,400	25,386	1,276	15,212	467,846	60,584
Michigan	56,098	5,345	4,506	230	16,432	215,985	24,927
Minnesota	38,993	4,036	3,072	170	10,567	168,834	20,712
Mississippi	33,810	2,213	194	10	6,970	148,545	10,502
Missouri	77,730	15,198	2,963	702	24,427	328,811	58,318
Montana	19,037	2,018	1,609	74	2,786	79,766	9,708
Nebraska	19,878	2,687	876	76	9,219	85,763	12,135
Nevada	5,970	533	333	5	1,055	22,751	2,488
New Hampshire	20,684	623	1,973	81	3,384	85,081	8,185
New Jersey	57,572	2,728	9,216	318	7,864	296,187	13,128
New Mexico	8,900	1,098	265	43	1,555	33,998	5,243
New York	319,884	58,621	75,712	13,754	51,721	1,823,906	246,791
North Carolina	40,375	3,075	97	5	4,758	164,515	11,928
North Dakota	12,430	565	780	8	3,317	65,087	3,200
Ohio	91,291	10,745	4,084	2,523	30,678	380,538	46,322
Oklahoma	12,325	519	56	7	2,006	52,888	2,557
Oregon	21,933	2,750	1,181	42	4,473	93,109	13,156
Pennsylvania	194,826	14,429	21,300	1,331	35,964	795,247	66,078
Rhode Island	15,517	2,236	3,083	187	1,710	63,067	9,445
South Carolina	21,890	1,143	128	8	3,847	100,011	5,104
South Dakota	12,778	846	530	9	4,888	55,662	4,367
Tennessee	42,449	2,230	434	37	6,195	169,951	11,565
Texas	52,919	5,992	2,393	294	16,329	248,081	27,394
Utah	13,321	1,242	526	23	1,573	54,836	6,577
Vermont	15,179	844	1,153	41	3,109	62,758	4,245
Virginia	57,906	3,602	443	82	7,651	233,426	17,418
Washington	27,375	2,686	1,916	189	5,545	107,374	13,638
West Virginia	44,532	1,004	308	5	5,045	170,194	5,099
Wisconsin	47,685	3,926	2,350	106	13,837	197,306	19,698
Wyoming	8,502	914	181	7	1,055	34,257	4,041
Total	2,205,038	277,447	215,857	27,205	738,438	9,427,931	1,241,842

RECAPITULATION.

Total domestic letters	9,427,931	
Total domestic parcels	1,241,842	
Total foreign letters	905,026	10,669,773
Total foreign parcels	115,608	
Free		1,020,633
Grand total		14,596,083
Fees received		\$935,232.48

State and Territory in the United States during the fiscal year ending June 30, 1897—Cont'd.

Total.		Free.	Grand total of letters and parcels registered for year ending June 30, 1897.	Fees received.	Increase.			
Foreign.					Letters and parcels.	Fees.	Per cent.	
Letters.	Parcels.						Letters and parcels.	Fees.
1,210	94	30,171	213,113	\$14,635.36	*24,982	*\$1,705.04	*10.49	*10.43
223	25	508	3,813	264.40	*238	*30.96	*5.67	*10.48
2,018	267	6,131	55,298	3,932.96	2,981	263.44	5.60	7.17
749	47	26,037	173,547	11,800.80	*32,299	*2,087.52	*15.68	*15.03
53,363	8,076	74,661	483,482	32,705.68	*35,109	*2,721.84	*6.77	*7.66
9,929	759	19,979	176,422	12,515.44	*31,036	*2,210.40	*14.96	*15.01
22,792	1,506	295,183	509,403	17,137.60	*53,013	*3,556.96	*9.42	*7.33
624	82	2,842	24,500	1,732.64	*2,848	*188.72	*10.41	*9.82
4,839	1,381	743,649	820,536	6,150.96	41,191	*84.56	5.15	*1.35
4,051	277	22,361	142,198	9,586.96	*28,668	*1,656.24	*16.77	*14.73
2,236	178	35,936	254,256	17,405.60	15,775	*969.04	*5.84	*5.14
1,491	68	9,018	81,637	5,809.52	617	42.56	.76	.73
58,208	6,659	123,609	888,797	61,215.04	*118,228	*8,445.76	*11.74	*12.11
4,521	674	61,509	398,489	19,759.20	*51,747	*3,773.76	*14.86	*16.03
4,907	4	9,625	65,061	4,482.88	*4,075	*281.76	*5.84	*5.91
7,408	452	72,984	312,160	19,134.08	*27,454	*1,854.08	*8.08	*8.83
3,159	139	54,236	189,965	10,858.32	*44,683	*3,217.84	*19.04	*22.86
1,993	240	26,190	236,864	16,853.92	*47,802	*3,400.96	*16.79	*16.79
11,571	841	26,641	241,373	17,258.56	*19,712	*1,308.64	*7.55	*7.04
11,515	201	23,936	220,402	15,717.28	*4,752	*369.92	*2.11	*2.20
6,062	847	14,993	203,479	15,078.88	23,181	1,686.16	12.85	14.12
104,687	6,086	59,936	699,139	51,136.24	24,202	1,695.68	3.58	3.22
19,631	1,168	63,011	324,722	20,936.88	*20,308	*1,895.04	*5.88	*8.29
14,606	949	41,979	247,080	16,408.08	4,493	350.40	1.85	2.18
802	63	29,619	189,531	12,792.96	42,347	2,699.20	20.57	25.49
13,235	2,834	97,204	500,402	32,255.84	*23,479	*1,756.96	*4.48	*5.16
7,450	803	10,737	107,964	7,778.16	5,353	370.72	5.21	5.00
3,942	287	34,359	136,386	8,170.16	5,548	211.84	4.24	2.66
1,446	59	4,179	90,923	2,139.52	3,001	227.28	10.74	11.88
8,004	298	13,273	110,443	7,773.44	*5,054	*403.28	*4.37	*4.93
37,268	1,177	29,350	317,110	23,020.80	4,728	338.08	1.51	1.44
1,043	190	5,695	46,169	3,237.92	361	26.48	.78	.82
302,267	64,236	194,230	2,131,430	154,976.00	18,275	1,484.64	.87	.96
346	35	26,358	202,182	14,145.92	*6,050	*220.64	*2.90	*1.53
3,971	100	14,027	76,365	4,987.04	*248	*21.12	*.82	.42
20,317	4,172	120,165	571,514	36,107.92	*19,597	*2,055.28	*3.31	*5.38
280	25	8,265	63,510	4,419.60	1,363	59.12	2.19	1.85
5,762	288	17,854	130,244	8,991.20	*2,284	*169.76	*1.72	*1.85
91,808	5,973	136,820	1,095,928	76,728.48	*39,018	*3,288.80	*3.43	*4.11
12,890	884	6,963	93,249	6,902.88	1,462	83.52	1.59	1.22
2,556	61	16,723	122,455	8,458.56	2,861	215.28	2.39	2.98
2,868	52	19,970	82,419	4,995.92	4,018	178.88	5.12	3.71
1,612	118	24,389	207,635	14,659.68	67	99.52	.03	.68
11,153	1,148	69,345	357,121	23,022.08	*21,037	*1,496.64	*5.56	*6.10
2,432	159	6,087	70,091	5,120.32	4,900	364.56	7.51	7.66
5,059	200	12,354	84,616	5,780.96	*14,258	*1,156.08	*14.42	*16.66
1,977	331	29,650	282,802	20,252.16	*21,925	*1,571.26	*7.19	*7.20
8,165	1,015	21,493	151,685	10,415.36	2,668	129.92	1.78	1.26
1,173	49	19,151	195,666	14,121.20	*4,766	*241.04	*2.32	*1.67
10,798	491	53,200	281,553	18,248.24	*12,154	*897.04	*4.13	*4.68
788	75	4,190	43,351	3,132.88	1,734	123.36	4.16	4.44
905,025	115,608	2,868,677	14,559,083	935,232.48	*547,253	*40,156.40	*3.62	*4.11

* Decrease.

No. 14.—Statement showing the operations of the registry system at the thirty cities of the country doing the largest registry business during the fiscal year ending June 30, 1897, and the increase or decrease in registry fees collected thereat as compared with the previous year.

City.	Letters registered with fee prepaid.	Parcels registered with fee prepaid.	Registered letters received for delivery.	Registered parcels received for delivery.	Registered letters and parcels received for distribution.	Registered packages received.	Registered packages received in transit.	Registered packages made up and dispatched.	Through registered packages and inner sacks in transit.	Official letters and parcels registered free.	Total number of registered articles handled.	Total amount of registry fees collected.	Decrease.	
	Fees.	Per cent.											Fees.	Per cent.
New York, N. Y.	905,213	240,163	61,600,498	1,100,834	1,090,843	849,820	798,846	57,823	10,083	31,769	6,740,964	991,629,28	691,542.88	61.71
Chicago, Ill.	257,112	150,420	715,421	1,090,844	1,090,844	871,400	391,151	70,186	10,083	32,761	3,833,710	35,802.56	2,988.56	7.72
Boston, Mass.	257,048	32,822	240,339	248,296	248,296	490,758	183,326	38,953	36,613	15,956	1,726,142	23,189.60	1,121.84	65.08
Philadelphia, Pa.	198,089	39,808	841,715	4,704	224,407	237,817	138,659	87,970	31,123	30,285	1,295,664	18,118.16	1,029.40	8.37
San Francisco, Cal.	198,083	50,081	201,767	120,417	142,492	109,585	97,137	10,083	10,177	15,679	659,946	11,853.12	1,078.20	64.21
Brooklyn, N. Y.	119,782	18,834	180,169	4,408	90,684	17,674	116,977	30,199	10,083	20,454	659,946	11,853.12	61,058.08	610.54
St. Louis, Mo.	89,141	42,685	257,085	6,457	214,556	797,623	141,668	48,797	48,912	44,084	1,710,065	10,466.08	771.84	6.88
Baltimore, Md.	73,850	7,102	144,013	7,320	108,907	254,014	61,968	11,595	10,713	4,110	570,724	6,476.16	135.76	62.14
Washington, D. C.	61,565	13,995	646,421	3,320	108,907	254,014	61,968	11,595	10,713	4,110	570,724	6,476.16	83.36	1.36
New Orleans, La.	58,048	12,499	108,673	3,320	108,907	254,014	61,968	11,595	10,713	4,110	570,724	6,476.16	643.76	61.71
Cincinnati, Ohio.	47,008	15,869	155,763	9,887	1,248	318,389	52,598	27,632	4,266	29,294	865,513	5,030.16	650.56	61.01
Cleveland, Ohio.	42,226	6,076	131,348	9,887	1,248	318,389	52,598	27,632	4,266	29,294	865,513	5,030.16	686.24	62.28
Pittsburgh, Pa.	42,459	9,956	111,629	1,562	92,253	459,588	46,583	11,993	11,740	8,068	783,825	8,713.20	645.20	64.06
Buffalo, N. Y.	30,731	6,431	94,004	4,932	89,634	109,116	46,398	12,579	12,260	8,865	439,019	8,692.08	300.00	60.30
Providence, R. I.	32,392	8,898	40,479	5,845	34,228	94,000	27,389	1,638	1,604	3,985	187,028	8,303.20	618.36	66.08
Detroit, Mich.	32,965	8,277	34,382	27,750	83,225	124,919	38,614	10,944	10,581	1,796	434,219	8,299.36	4.88	6.14
Des Moines, Iowa.	39,549	1,056	32,072	4,454	28,745	28,702	22,129	1,670	1,864	1	182,560	3,248.40	679.60	29.99
Newark, N. J.	34,049	4,066	42,017	1,071	30,819	1,878	23,683	1,999	1,999	1,877	182,560	3,248.40	580.84	8.01
Los Angeles, Cal.	28,188	7,273	33,194	1,427	30,819	99,595	27,486	5,821	6,709	2,736	247,671	2,839.88	91.04	8.10
Milwaukee, Wis.	28,125	7,179	7,553	6,689	69,243	83,170	35,304	2,644	2,644	1,565	814,534	2,824.24	670.72	62.56
Denver, Colo.	27,814	7,899	53,219	1,627	51,791	136,009	29,548	2,852	2,852	6,644	827,796	2,817.04	318.32	10.15
Minneapolis, Minn.	26,027	8,433	61,480	1,894	58,996	10,874	27,568	9,774	2,680	1,218	112,578	2,756.80	626.80	6.88
Louisville, Ky.	21,167	12,669	65,680	4,719	65,719	137,235	31,398	9,774	9,555	1,977	860,785	2,704.88	96.88	8.09
New Haven, Conn.	25,775	3,821	27,497	2,608	21,728	38,018	20,458	2,068	1,998	512	147,487	2,367.08	137.76	5.49
Kansas City, Mo.	22,725	4,414	65,303	4,606	64,967	339,819	25,243	28,536	19,817	1,719	683,850	2,171.12	218.80	9.15
Portland, Ore.	20,850	6,442	39,445	1,806	36,601	119,262	19,274	7,975	7,718	863	268,400	2,161.76	890.72	11.04
Saint Paul, Minn.	22,266	4,487	66,376	3,768	62,607	228,168	32,309	11,992	11,896	1,121	475,923	2,140.24	47.44	2.16
Hartford, Conn.	22,487	2,709	37,625	32,781	29,614	40,547	18,895	3,081	3,081	1,802	136,217	2,015.68	67.92	6.39
Worcester, Mass.	19,702	1,224	20,641	596	20,641	43,317	12,657	4,015	3,134	421	125,958	1,574.88	60.40	62.47
Rochester, N. Y.	15,325	4,474	42,543	454	30,596	38,991	10,590	1,015	8,790	561	172,145	1,568.32	67.04	4.05
Total	2,735,601	752,093	5,825,268	1,543,817	4,556,328	6,064,827	3,364,420	523,187	496,352	1,002,945	27,800,042	377,415.44	566.13	.20

b Increase.

c Includes third and fourth class parcels.

No. 15.—*Statement showing the number and value of registered letters and parcels forwarded during the fiscal year ending June 30, 1897, for the Post-Office and Treasury Departments.*

Description.	Number of packages.	Value.
Postal funds received at post-office depositories.....		\$3,096,557.12
Postage stamps from the Washington agency.....	250,587	62,530,201.00
Stamped envelopes and newspaper wrappers from the agency at Hartford.	283,962	11,806,960.61
Postal cards from the agency at Castleton and the sub-agencies at Cincinnati, St. Louis, and Washington.....	108,261	5,296,400.00
Surplus money-order funds remitted for deposit by registered mail.....	877,047	147,795,849.38
Money-order statements and paid and repaid money orders.....	25,914,185	180,141,680.62
Total for the Post-Office Department.....	27,433,912	410,664,628.78
Secretary of the Treasury received.....	3,325	84,843,076.28
Secretary of the Treasury sent.....	1,730	132,128.30
Register of the Treasury received.....	4,473	78,581,282.83
Register of the Treasury sent.....	6,100	95,039,720.33
Commissioner of Internal Revenue received.....	10,580	12,623,096.06
Commissioner of Internal Revenue sent.....	58,333	162,027,944.74
Comptroller of the Currency received.....	878	24,065,479.00
Comptroller of the Currency sent.....	385	22,433,850.00
Sixth Auditor of the Treasury received.....	30,869	75,206.24
Sixth Auditor of the Treasury sent.....	741	12,108.78
Treasurer of the United States received.....	20,016	3,990,011.21
Treasurer of the United States sent.....	6,063	1,206,581.76
Assistant treasurers of the United States received.....	53,545	9,045,547.47
Assistant treasurers of the United States sent.....	5,916	449,670,917.70
Total for the Treasury Department.....	200,044	888,686,950.13
Aggregate.....	27,633,956	1,299,361,578.86

No. 16.—*An act to amend the postal laws, providing limited indemnity for loss of registered mail matter.*

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section thirty-nine hundred and twenty-six of the Revised Statutes be amended so as to read as follows:

"SEC. 3926. For the greater security of valuable mail matter the Postmaster-General may establish a uniform system of registration, and as a part of such system he may provide rules under which the sender or owners of first-class registered matter shall be indemnified for losses thereof in the mails, the indemnity to be paid out of the postal revenues, but in no case to exceed ten dollars for any one registered piece, or the actual value thereof when that is less than ten dollars, and for which no other compensation or reimbursement to the loser has been made: *Provided,* That the Post-Office Department or its revenues shall not be liable for the loss of any other mail matter on account of its having been registered."

"Approved February 27, 1897."

No. 17.—*Papers relating to the destruction of certain dies, rolls, and plates of postal cards, stamped envelopes, and postage stamps.*

POST-OFFICE DEPARTMENT,
OFFICE OF THE THIRD ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., August 7, 1897.

SIR: I herewith submit the report of the committee which you appointed in pursuance of your order No. 3904, under date of June 25, 1897, for the purpose of destroying certain postage-stamp rolls and plates and the transfer of certain dies to the Bureau of Engraving and Printing. And I have to report that all of said work was done under my personal supervision, and that I was present at all the meetings of said committee and during the destruction of same at the navy-yard; that the rolls and plates were destroyed by placing same in a blast furnace and reducing same to molten iron. The work was carefully and well done by the committee. Mr. A. S. Roberts, one of the members of the committee, was not in attendance at the meeting of said committee on August 3 and 5. The dies referred to in your order were

delivered to the Bureau of Engraving and Printing, per the report of the committee, and the receipt of the Director thereof taken, which is annexed to said report.

Yours, very respectfully,

JOHN A. MERRITT,
Third Assistant Postmaster-General.

Hon. JAMES A. GARY,
Postmaster-General.

POST-OFFICE DEPARTMENT,
Washington, D. C., August 7, 1897.

SIR: In accordance with instructions contained in the Postmaster-General's order No. 391, under date of June 25, 1897, for the verification and destruction of certain dies, rolls, and plates and the transfer of all original postage-stamp and postal-card dies in the custody of the Post-Office Department to the Bureau of Engraving and Printing, your committee has the honor to submit the inclosed report, with an itemized receipt from the Bureau.

E. C. FOWLER,
N. A. C. SMITH,
JAMES H. REEVE,
W. H. STEWART,
Committee.

Hon. JOHN A. MERRITT,
Third Assistant Postmaster-General, Washington, D. C.

BUREAU OF ENGRAVING AND PRINTING,
Washington, D. C., July 27, 1897.

Received from the Post-Office Department one original postal-card die and one hundred and sixty-two original postage-stamp dies, of the various issues, as follows:

One original postal-card die, No. 73.

One die, 1847, containing 5 and 10 cent denominations.

Ten dies, 1851, containing 1, 3, 5, 10, 12, 24, 30, and 90 cent, 1-cent carrier die and border, and one 24-cent border.

Ten dies, 1861, containing 1, 2, 3, 5, 10, 12, 15, 24, 30, and 90 cent, and 5 shells.

Three dies, 1865, containing 5, 10, and 25 cent newspaper and periodical.

Thirteen dies, 1869, containing, 1, 2, 3, 6, 10, 12, 15, 24, 30, and 90 cent, and 3 border dies, 15, 24, and 30 cent.

Nineteen dies, 1870, containing two 1-cent Franklin, 2-cent Jackson, 2-cent Washington, 4 and 5 cent Taylor, 5-cent Garfield, two of 3-cent, two of 6-cent, two of 10-cent, 7, 12, 15, 24, 30, and 90 cent.

Ninety dies, 1873, official Department, consisting of eleven Treasury, 1, 2, 3, 6, 7, 10, 12, 15, 24, 30, and 90 cent; ten Post-Office Department, 1, 2, 3, 6, 10, 12, 15, 24, 30, and 90 cent; ten Justice, 1, 2, 3, 6, 10, 12, 15, 24, 30, and 90 cent; nine, Agriculture, 1, 2, 3, 6, 10, 12, 15, 24, and 30 cent; ten Interior, 1, 2, 3, 6, 10, 12, 15, 24, 30, and 90 cent; eleven Navy, 1, 2, 3, 6, 7, 10, 12, 15, 24, 30, and 90 cent; thirteen State, 1, 2, 3, 6, 7, 10, 12, 15, 24, 30, and 90 cent, \$2, \$5, \$10, \$20, one head of Seward; eleven War, 1, 2, 3, 6, 7, 10, 12, 15, 24, 30, and 90 cent; five Executive, 1, 2, 3, 6, and 10 cent.

Sixteen dies, Columbian, of 1, 2, 3, 4, 5, 6, 8, 10, 15, 30, and 50 cent, \$1, \$2, \$3, \$4, and \$5.

Summary: One postal-card die; one hundred and sixty-two stamp dies; five shells—lathe-work.

Dies badly rusted, and two damaged.

CLAUDE M. JOHNSON, *Director.*

WASHINGTON, D. C., *June 28, 1897.*

The committee appointed by order of the Postmaster-General for the destruction of certain dies, rolls, and plates in the custody of the Post-Office Department met in the office of the Third Assistant Postmaster General June 28, at 10 o'clock a. m., with the following members present: Messrs. E. C. Fowler, A. S. Roberts, J. H. Reeve, and W. H. Stewart. Mr. J. P. Clum was unavoidably absent, and was replaced as one of the committee by Mr. N. A. C. Smith.

The committee organized by the election of Gen. John A. Merritt as chairman and W. H. Stewart as secretary.

Mr. Reeve was appointed a committee by the chairman to arrange for the use of the furnace at the Washington Navy-Yard. On motion, the meeting adjourned, subject to call.

W. H. STEWART, *Secretary.*

POST-OFFICE DEPARTMENT,
OFFICE OF FOURTH ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., June 28, 1897.

MY DEAR SIR: I have just received notice that you had requested Inspector Clum to report to you to act as a member of some commission. I regret to say that it will be impossible for me to spare inspectors for this work at this time, especially Mr. Clum. I would have been glad to have arranged the matter if I had received notice in time, but Mr. Clum is now engaged on some very important work, which can not be delayed.

Very truly, yours,

J. L. BRISTOW,
Fourth Assistant Postmaster-General.

Hon. JOHN A. MERRITT,
Third Assistant Postmaster-General.

ORDER No. 391.

OFFICE OF THE POSTMASTER-GENERAL,
Washington, D. C., June 25, 1897.

For the purpose of carrying into effect the order issued by me under date of June 24, 1897, for the destruction of certain dies, rolls, and plates now in the custody of this Department, the following committee is hereby designated, said committee to meet and organize upon the call of the Third Assistant Postmaster-General:

E. C. Fowler, from the office of the First Assistant Postmaster-General.

A. S. Roberts, from the office of the Second Assistant Postmaster-General.

William H. Stewart and James H. Reeve, from the office of the Third Assistant Postmaster-General.

John P. Clum, from the office of the Fourth Assistant Postmaster-General.

JAS. A. GARY, *Postmaster-General.*

As Mr. John P. Clum could not serve on the committee, owing to prior engagements, the Postmaster-General verbally designated Nathan A. C. Smith to serve in his place.

JOHN A. MERRITT,
Third Assistant Postmaster-General.

JUNE 28, 1897.

POST-OFFICE DEPARTMENT,
Washington, D. C., June 25, 1897.

ORDER No. 390½.

It is hereby ordered that all the stamped-envelope dies and all the postal-card and postage-stamp rolls and plates now in the possession of the Department, not including such as are used by the Bureau of Engraving and Printing and the postal-card and stamped-envelope contractors in the production of stamps, cards, and envelopes of the current series, be destroyed, the work to be done under the general supervision of the Third Assistant Postmaster-General, by a committee of five persons to be hereafter designated, who will make a detailed report of their action when the duty is completed.

All original dies of postal cards and of postage stamps now in the possession of the Department will be turned over for preservation to the Director of the Bureau of Engraving and Printing, and an itemized receipt taken therefor, which will be submitted with the committee's report.

JAS. A. GARY, *Postmaster-General.*

Report of the committee appointed by the Postmaster-General, under Order No. 391, June 25, 1897, for the verification and destruction of certain dies, rolls, and plates, and the transfer of all original postage-stamp and postal-card dies in the custody of the Post-Office Department to the Bureau of Engraving and Printing.

Schedule of dies, rolls, and plates destroyed at the Washington Navy-Yard by committee appointed by the Postmaster-General under Order No. 391, June 25, 1897:

Box H: Two plates, 5-cent Franklin and 10-cent Washington; ten plates, 1, 3, 5, 10, 12, 24, 30, and 90 cent, and two 1-cent carrier plates.

Box G: Twenty-four canceled rolls.

of 3-cent Centennial; 1, 2, 3, 6, 10, 12, 15, and 30 cent official War Department, and 2, 3, and 6 cent official Post-Office Department; thirteen dies, consisting of six heads and seven engraved dies; twenty-two matrices, consisting of two of 1-cent, eight of 2-cent, three of 3, 5, and 6 cent, two of 10, 12, and 30 cent ordinary, 3-cent Post-Office Department, 3-cent Centennial, and one postal-service matrice.

Box No. 67 contains two hundred postal-card plates, "B."

Box No. 68 contains one hundred and twenty-eight postal-card plates, "C;" one hundred postal-card plates, "A."

Box No. 69 contains forty postal card plates, "F."

Box No. 70 contains stamp-envelope dies and hubs, consisting of eighteen 1-cent dies, two 1-cent hubs, one 2-cent hub, eight 2-cent dies, forty-five 3-cent dies, ordinary; two 6-cent Post-Office Department dies; one hub, 3-cent, Post-Office Department; one original 3-cent Post-Office Department die; four 2-cent Post-Office Department dies; two 30-cent dies; 90-cent hub and four 90-cent dies; three 7-cent dies; one 6-cent hub and four 6-cent dies; one 10-cent hub and four 10-cent dies; three 12-cent dies and hub; three 15-cent dies and hubs; three 24-cent dies and hub; two 1-cent hubs; three 1-cent War Department dies and one hub; two 3-cent War Department dies and one hub; two 10-cent War Department dies and one hub; two 15-cent War Department dies and one hub.

This is to certify that all the foregoing dies, rolls, and plates contained in boxes numbered from "G" to No. 70, inclusive, were destroyed in our presence, at the Washington Navy-Yard, on July 30, August 3, and August 5, 1897.

E. C. FOWLER,
N. A. C. SMITH,
JAMES H. REEVE,
W. H. STEWART,
Committee.

No. 18.—Statement showing the operations of the special-delivery system at all the free-delivery post-offices during the year ending June 30, 1897.

Post-office.	Number of messengers employed in special delivery.	Number of special-delivery letters and parcels arriving from other places.	Number of special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Number of special-delivery letters and parcels that failed of delivery by messengers.	Total amount of compensation to messengers or others for special delivery.	Average time of delivery of special-delivery letters and parcels after their arrival.	Number of special-delivery letters and parcels mailed to other places.	Amount of special-delivery stamps sold.
							Min.		
Aberdeen, S. Dak.....	1	209	5	214	1	\$17.12	15	141	\$12.50
Adrian, Mich.....	1	689	24	713	56	62.56	13	533	60.50
Akron, Ohio.....	2	4,101	371	4,472	20	351.02	15	4,714	521.00
Alameda, Cal.....	1	2,137	126	2,263	51	181.04	18	1,741	151.40
Albany, N. Y.....	5	19,055	971	20,026	900	1,658.24	15	16,545	1,882.90
Albion, Mich.....	2	819	5	824	11	25.36	32	404	40.40
Albuquerque, N. Mex.....	1	184	8	192	6	15.36	10	120	20.90
Alexandria, Va.....	1	2,123	11	2,134	.....	170.72	9	1,093	68.20
Allegheny, Pa.....	9	19,124	3,273	22,397	1,100	1,791.76	10	7,210	1,390.00
Allentown, Pa.....	1	2,441	96	2,537	14	202.08	8	2,153	298.20
Alliance, Ohio.....	1	963	50	1,013	7	79.76	19	795	128.90
Alpena, Mich.....	1	214	7	221	3	.....	30	249	30.20
Alton, Ill.....	1	540	17	557	2	44.00	5	853	90.20
Altoona, Pa.....	1	2,476	527	3,003	27	240.06	18	2,443	324.00
Americus, Ga.....	1	972	34	1,006	4	47.60	15	356	74.70
Amesbury, Mass.....	1	793	17	810	36	62.88	15	769	85.80
Amherst, Mass.....	1	804	37	841	.....	67.28	16	1,033	109.50
Amsterdam, N. Y.....	1	1,258	41	1,299	.....	102.80	10	1,389	201.80
Anderson, Ind.....	1	1,247	53	1,300	15	102.80	10	1,277	136.10
Annapolis, Md.....	1	1,221	20	1,241	13	98.40	6	1,595	212.40
Ann Arbor, Mich.....	1	1,980	194	2,174	27	174.48	14	2,327	272.20
Annisston, Ala.....	1	594	4	598	6	47.36	14	505	76.20
Ansonia, Conn.....	1	967	45	1,012	2	80.88	15	701	104.80
Appleton, Wis.....	1	607	23	630	.....	60.40	12	696	86.80
Arkansas City, Kans.....	1	266	8	272	.....	18.16	16	246	36.90
Asbury Park, N. J.....	1	3,795	62	3,857	247	361.28	14	5,025	521.10
Asheville, N. C.....	1	1,581	39	1,620	25	128.88	16	1,198	123.40
Ashland, Wis.....	.....	679	18	697	5	.....	12	617	72.00
Ashtabula, Ohio.....	2	672	16	688	2	55.04	16	522	53.00
Astoria, Oreg.....	1	278	19	297	3	23.60	9	307	37.80

No. 18.—Statement showing the operations of the special-delivery system at all the free-delivery post-offices during the year ending June 30, 1897—Continued.

Post-office.	Number of messages employed in special delivery.	Number of special-delivery letters and parcels arriving from other places.	Number of special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Number of special-delivery letters and parcels that failed of delivery by messengers.	Total amount of compensation to messengers or others for special delivery.	Average time of delivery of special-delivery letters and parcels after their arrival.	Number of special-delivery letters and parcels mailed to other places.	Amount of special-delivery stamps sold.
Atchison, Kans.	2	951	40	991	9	\$79.28	Min. 20	785	\$82.50
Athens, Ga.	1	711	4	715	1	45.76	30	646	64.80
Atlanta, Ga.	5	17,305	1,332	18,727	120	1,464.72	30	9,081	1,121.70
Atlantic, Iowa	1	148	8	156	4		12	127	28.20
Atlantic City, N. J.	3	10,001	99	10,100	201	703.07	18	16,083	1,315.30
Attleboro, Mass.	1	866	18	884	1	70.72	10	1,178	122.60
Autburn, Me.	1	972	62	1,034	39		15	842	90.40
Autburn, N. Y.	1	2,325	61	2,386	58	182.96	19	2,076	215.00
Augusta, Ga.	1	3,590	107	3,697	16	289.68	21	1,522	280.00
Augusta, Me.	2	1,895	142	1,587	82	112.96	16	1,390	157.50
Aurora, Ill.	1	1,334	156	1,490	24	118.80	12	1,276	143.40
Austin, Ill.	1	563	8	566	3	45.04	12	194	19.40
Austin, Tex.	1	1,790	87	1,877	9	149.44	20	993	115.20
Baltimore, Md.	28	64,279	19,937	84,216	3,947	6,737.28	80	46,159	6,800.00
Bangor, Me.	1	3,323	768	4,091	5	322.92	10	1,805	250.50
Batavia, N. Y.	1	728	25	753		60.24	14	1,121	116.50
Bath, Me.	1	1,027	87	1,114	7	89.12	80	1,059	114.60
Baton Rouge, La.	1	1,477	59	1,536	7	122.32	9	2,255	236.80
Battlecreek, Mich.	1	1,172	42	1,214	4	90.72	15	605	128.00
Bay City, Mich.	1	1,241	40	1,281	19	102.08	22	988	102.80
Bayonne, N. J.	1	1,757	70	1,827	5	146.16	30	310	38.00
Beatrice, Nebr.	1	366	13	399	10	31.12	12	540	35.08
Beaverfalls, Pa.	1	1,100	11	1,111	28	86.64	16	1,190	114.90
Belfast, Me.	1	245	85	280	5	22.00	14	292	33.40
Bellefontaine, Ohio	1	501	9	510	3	40.56	14	695	73.90
Bellefonte, Pa.	1	340		340		27.20	10	457	45.70
Belleville, Ill.	1	385	8	393	2	31.36	10	613	91.00
Beloit, Wis.	1	474	27	501	16	8.80	17	414	63.70
Belvidere, Ill.	1	345	12	357	10	27.76	5	442	47.70
Bennington, Vt.	1	401	10	411	4	32.56	11	680	69.40
Benton Harbor, Mich.	2	298	7	305	1	24.32	18	288	31.10
Berkeley, Cal.	1	1,422	57	1,479	18	117.20	18	841	93.90
Bethlehem, Pa.	1	1,042	25	1,067	3	82.96	30	576	69.70
Beverly, Mass.	1	1,477	41	1,498	55	115.44	15	1,271	127.10
Biddleford, Me.	1	620	19	639	13	50.08	15	805	69.80
Binghamton, N. Y.	1	3,831	84	3,915	25	312.20	20	2,298	310.10
Birmingham, Ala.	1	4,232	83	4,315	52	343.62	15	2,692	420.20
Bloomfield, N. J.	1	654	82	706	2	56.48	11	510	58.50
Bloomfield, Ill.	1	1,569	178	1,747	22	139.76	17	1,371	163.00
Bloomington, Ind.	1	427	9	436	10	24.88	14	325	32.80
Boise, Idaho	1	220	26	255	2	3.68	20	164	19.60
Boston, Mass.	102	214,293	49,834	264,127	18,191	21,028.34	16	171,759	25,516.40
Bowling Green, Ky.	1	562		562		46.36	30	572	57.20
Bradock, Pa.	1	1,333	72	1,405	9	112.40	10	1,539	163.60
Bradford, Pa.	1	1,886	78	1,464		117.04	15	1,085	128.90
Brattleboro, Vt.	1	688	37	725	9	55.60	12	895	92.30
Bridgeport, Conn.	2	8,962	403	9,365	8	713.60	20	6,592	855.00
Bridgeton, N. J.	1	778	12	785	11	69.52	13	1,007	114.60
Bristol, Tenn.	1	489	5	494	3	39.52	47	142	42.70
Brocton, Mass.	4	4,483	501	4,984	214	376.64	12	3,954	605.00
Brooklyn, N. Y.	50	101,931	16,592	118,523	4,829	9,480.72	18	75,887	8,090.00
Branswick, Ga.	1	512	7	519	12	41.52	88	378	74.60
Bucyrus, Ohio	1	440	7	447	5	35.86	12	355	51.00
Buffalo, N. Y.	14	36,059	5,954	42,013	710	3,361.94	18	28,680	2,900.00
Burlington, Iowa	1	1,350	546	1,902	2	161.92	24	1,042	158.50
Burlington, N. J.	1	694	6	700		56.00	10	602	39.80
Burlington, Vt.	1	1,781	70	1,831	1	146.48	10	1,155	150.00
Butler, Pa.	1	1,116	95	1,211	43	93.44	10	972	157.40
Butte, Mont.	1	1,131	51	1,182	83	94.56	19	1,145	119.60
Butte, Ill.	6	928	3	926	23	71.04	20	695	69.50
Calumet, Mich.	1	122	8	131		5.20	23	98	11.70
Camden, N. J.	2	5,264	194	5,458	269	436.64	21	2,628	325.60
Canadatego, N. Y.	2	526	13	541	2	43.12	8	444	63.00
Canton, Ill.	1	319	13	332	1	26.56	17	380	38.00
Canton, Ohio	1	4,225	237	4,462	41	334.88	10	3,875	411.20
Carbondale, Pa.	1	703		703		56.24	10	619	78.90

No. 18.—Statement showing the operations of the special-delivery system at all the free-delivery post-offices during the year ending June 30, 1897—Continued.

Post-office.	Number of messengers employed in special delivery.	Number of special-delivery letters and parcels arriving from other places.	Number of special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Number of special-delivery letters and parcels that failed of delivery by messengers.	Total amount of compensation to messengers or others for special delivery.	Average time of delivery of special-delivery letters and parcels after their arrival.	Number of special-delivery letters and parcels mailed to other places.	Amount of special-delivery stamps sold.
							Min.		
Carlisle, Pa.	1	1,129	43	1,172	14	\$93.68	8	980	\$115.80
Carthage, Mo.	1	436	1	437	6	33.92	12	418	41.80
Cedar Falls, Iowa	1	215	14	229	.....	18.32	10	201	20.10
Cedar Rapids, Iowa	1	1,308	128	1,436	2	114.88	14	1,440	180.00
Central Falls, R. I.	1	468	9	477	7	37.60	12	244	24.60
Chambersburg, Pa.	1	688	18	706	1	56.40	12	716	74.90
Champaign, Ill.	1	552	22	574	60	.....	10	238	61.20
Charleston, S. C.	1	3,818	251	4,069	.....	325.52	30	2,163	380.00
Charleston, W. Va.	1	1,435	52	1,487	12	118.48	30	1,170	147.20
Charlotte, N. C.	1	2,035	31	2,066	17	168.92	27	1,348	164.20
Charlottesville, Va.	2	1,229	25	1,254	58	95.68	13	1,158	115.80
Chattanooga, Tenn.	2	3,908	126	4,124	94	328.64	11	2,321	320.00
Chester, Pa.	1	1,706	66	1,772	25	139.76	20	1,845	185.90
Cheyenne, Wyo.	1	210	16	226	2	17.92	11	636	66.40
Chicago, Ill.	243	160,384	41,333	201,567	21,816	16,128.60	21	84,759	13,776.00
Chillicothe, Mo.	1	320	22	342	6	.....	20	281	26.00
Chillicothe, Ohio	2	1,078	36	1,114	24	89.44	16	1,105	108.70
Chippewa Falls, Wis.	1	409	9	418	4	33.12	20	174	18.40
Cincinnati, Ohio	24	50,752	18,878	69,630	4,434	5,670.40	14	29,879	6,050.10
Clarksburg, Tenn.	1	333	5	338	3	26.88	41	337	34.20
Cleveland, Ohio	15	37,887	17,308	55,195	717	4,383.60	17	39,438	4,920.50
Clinton, Iowa	1	492	26	518	1	41.36	30	448	67.60
Clinton, Mass.	1	948	32	980	3	18.48	9	1,371	140.30
Coboes, N. Y.	1	972	16	988	6	79.04	15	805	93.10
Coldwater, Mich.	1	205	10	215	78	10.96	10	159	23.00
Colorado Springs, Colo.	1	2,757	86	2,843	31	227.28	7	2,984	327.80
Columbia, Pa.	1	573	2	575	2	45.92	15	773	79.00
Columbia, S. C.	1	1,896	25	1,921	13	153.68	15	967	106.00
Columbus, Ga.	1	1,816	32	1,848	7	147.68	15	1,573	190.40
Columbus, Ind.	1	415	29	444	.....	35.52	15	718	107.10
Columbus, Ohio	5	20,200	1,753	21,953	115	1,720.80	21	11,796	1,601.40
Concord, N. H.	1	1,265	183	3,448	4	275.52	14	4,019	415.00
Connersville, Ind.	1	421	18	439	2	.....	17	662	78.80
Corning, N. Y.	1	914	23	937	13	74.96	30	853	87.70
Corry, Pa.	1	674	32	706	3	56.40	7	396	39.30
Corsicana, Tex.	1	358	6	364	5	29.12	9	433	48.90
Cortland, N. Y.	2	889	28	917	11	72.32	15	599	54.30
Council Bluffs, Iowa	2	1,504	78	1,582	9	123.92	28	970	97.90
Covington, Ky.	1	3,250	141	3,391	11	270.72	21	1,782	198.50
Crawfordsville, Ind.	1	706	21	727	10	58.16	7	800	88.90
Creston, Iowa	1	233	7	240	11	18.48	29	256	27.60
Cumberland, Md.	1	1,899	99	1,998	1	159.76	9	806	192.60
Dallas, Tex.	2	5,966	502	6,468	64	516.24	20	4,161	462.50
Danbury, Conn.	1	1,638	91	1,729	.....	138.32	16	1,909	200.00
Danville, Ill.	1	1,201	73	1,274	14	101.20	15	589	98.10
Danville, Pa.	1	464	13	477	4	38.00	23	418	39.50
Danville, Va.	3	1,144	33	1,177	9	92.72	30	464	89.90
Davenport, Iowa	1	1,094	280	1,374	10	109.92	19	818	121.60
Dayton, Ohio	3	9,355	1,093	10,448	12	833.76	10	7,543	1,085.90
Decatur, Ill.	1	1,437	132	1,569	44	125.44	20	1,033	131.10
Decorah, Iowa	1	103	5	108	4	8.64	8	50	5.50
Defiance, Ohio	1	364	19	383	10	30.48	15	384	45.50
Delaware, Ohio	1	800	50	850	1	68.00	15	1,003	101.10
Denison, Tex.	1	650	52	702	39	55.44	10	658	51.00
Denver, Colo.	6	18,462	4,061	22,703	112	1,815.84	21	5,769	1,318.10
Derby, Conn.	1	761	8	769	18	61.08	14	951	100.70
Des Moines, Iowa	1	5,212	725	5,937	107	300.00	16	2,514	225.90
Detroit, Mich.	11	25,695	5,503	31,198	2,784	2,495.84	21	18,366	2,540.00
Dixon, Ill.	1	420	50	470	7	37.04	25	707	70.70
Dover, N. H.	1	1,351	79	1,430	4	114.32	13	1,475	142.70
Dubois, Pa.	1	567	23	590	10	47.04	21	707	72.60
Dubuque, Iowa	1	1,681	261	1,945	11	154.72	13	1,327	163.10
Duluth, Minn.	1	3,243	223	3,466	192	277.28	20	2,659	338.00
Dunkirk, N. Y.	1	626	21	647	8	51.76	27	581	85.40
Durham, N. C.	1	633	2	635	4	50.80	15	440	44.00
East Liverpool, Ohio	1	1,041	41	1,082	1	86.56	4	1,482	161.00

No. 18.—Statement showing the operation of the special-delivery system at all the free-delivery post-offices during the year ending June 30, 1897—Continued.

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Easton, Pa.	2	2,924	318	3,242	58	\$257.68	13	2,689	\$383.10
East Orange, N. J.	1	4,096	203	4,299	18	336.80	30	2,243	297.00
East St. Louis, Ill.	1	576	27	603	3	48.16	25	896	40.40
Eau Claire, Wis.	1	1,191	111	1,302	8	12.92	40	551	90.40
Elgin, Ill.	1	1,008	87	1,095	8	87.60	16	1,300	138.70
Elizabeth, N. J.	2	4,397	240	4,637	25	300.86	32	3,498	378.20
Elkhart, Ind.	1	843	62	905	7	55.69	9	898	104.00
Elmira, N. Y.	2	3,789	246	4,035	11	321.92	20	2,733	306.00
El Paso, Tex.	1	582	14	546	13	43.68	18	496	51.90
Elyria, Ohio.	1	859	74	933	6	74.48	6	982	147.50
Emporia, Kans.	1	757	19	776	2	62.08	11	809	82.30
Englewood, N. J.	1	1,118	26	1,144	46	87.68	10	1,081	115.00
Erie, Pa.	4	4,425	322	4,747	35	369.44	15	3,380	466.00
Escanaba, Mich.	1	155	2	157	3	12.23	11	182	18.20
Eureka, Cal.	1	152	6	158			14	243	24.30
Evanston, Ill.	1	2,466	99	2,565	6	304.56	12	1,451	160.00
Evansville, Ind.	1	2,567	124	2,691		215.28	20	1,890	201.40
Everett, Mass.	1	2,626	68	2,694	26	212.64	19	1,101	109.60
Fall River, Mass.	2	5,400	748	6,148	50	491.84	8	7,498	852.20
Fargo, N. Dak.	1	855	61	916	14	73.28	17	790	88.50
Faribault, Minn.	1	404	9	413	25	31.04	22	433	42.70
Findlay, Ohio.	1	1,271	79	1,350	5	107.92	20	653	71.60
Fitchburg, Mass.	1	2,931	132	3,063	12	245.04	10	2,671	280.70
Flint, Mich.	1	669	48	747	16	58.48	15	599	74.30
Flushing, N. Y.	1	1,574	181	1,705	23	134.20	13	1,598	202.30
Fond du Lac, Wis.	1	773	10	783	15		25	323	55.00
Fort Dodge, Iowa.	2	220	15	235	11	17.84	14	202	20.20
Fort Madison, Iowa.	1	339	19	358	7	26.80	22	395	41.40
Fort Scott, Kans.	1	619	23	642	10	51.20	20	565	58.80
Fort Smith, Ark.	2	886	14	900	10	52.56	16	424	43.80
Fort Wayne, Ind.	2	4,358	438	4,796	37	383.52	9	2,698	423.60
Fort Worth, Tex.	1	3,129	202	3,331	76	266.48	30	1,438	236.90
Fostoria, Ohio.	1	622	28	650		52.00	13	836	81.60
Frankfort, Ind.	1	648	18	666	26	52.50	10	655	62.70
Frankfort, Ky.	1	1,466	31	1,497		119.76	10	1,098	172.30
Franklin, Pa.	1	884	26	910		72.80	14	848	115.00
Frederick, Md.	1	1,036	20	1,056	8	83.84	7	1,509	150.90
Freeport, Ill.	1	966	52	1,008	3	80.40	10	777	86.20
Fremont, Nebr.	1	362	6	368	5	30.64	13	835	45.80
Fremont, Ohio.	1	604	17	621		49.68	13	759	85.30
Fresno, Cal.	1	670	9	679	1	53.83	15	606	101.60
Gainesville, Tex.	1	415	2	417	1	33.28	47	347	25.50
Galesburg, Ill.	1	1,261	92	1,353	1	108.24	22	703	100.00
Galveston, Tex.	1	3,973	209	4,242	51	326.16	25	1,996	374.40
Geneva, N. Y.	1	1,084	53	1,137		90.96	15	1,187	124.00
Glens Falls, N. Y.	1	1,254	13	1,267	57	95.60	25	564	76.60
Gloucester, Mass.	1	1,697	45	1,742	51	111.28	13	1,464	172.90
Gloversville, N. Y.	1	978	77	1,053	21	83.60	15	1,073	115.00
Goshen, Ind.	1	524	54	578	5	45.84	5	541	60.40
Grand Forks, N. Dak.	1	564	26	590	11	46.32	8	504	53.00
Grand Island, Nebr.	1	472	6	478	6	37.68	13	387	38.90
Grand Rapids, Mich.	2	6,716	535	7,251	162	580.08	14	3,417	465.00
Great Falls, Mont.	1	227	9	236	3		30	166	19.20
Greeley, Colo.	1	125		125	10	9.20	20	293	29.30
Green Bay, Wis.	1	773	81	804	2	60.24	22	533	73.30
Greenfield, Mass.	1	1,077	103	1,180	51	94.08	16	809	142.00
Greensboro, N. C.	1	879	13	892	4	71.12	18	556	26.60
Greensburg, Pa.	1	1,379	48	1,427	78	112.32	13	1,056	162.30
Greenville, Miss.	1	545	1	546	1	43.60	18	776	78.20
Greenville, S. C.	1	591	8	599	25	47.36	18	481	55.40
Guthrie, Okla.	1	352	17	369	8	28.96	15	213	11.90
Hackensack, N. J.	1	1,046	28	1,074	25	83.92	10	1,149	178.00
Hagerstown, Md.	1	1,592	49	1,641	1	131.28	15	1,507	165.00
Hamilton, Ohio.	1	1,986	150	2,136	7	170.80	10	2,853	323.00
Hammond, Ind.	1	349	4	353	1		11	406	45.30

No. 18—Statement showing the operations of the special-delivery system at all the free-delivery post-offices during the year ending June 30, 1897—Continued.

Post-office.	Number of messengers employed in special delivery.	Number of special-delivery letters and parcels arriving from other places.	Number of special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Number of special-delivery letters and parcels that failed of delivery by messengers.	Total amount of compensation to messengers or others for special delivery.	Average time of delivery of special-delivery letters and parcels after their arrival.	Number of special-delivery letters and parcels mailed to other places.	Amount of special-delivery stamps sold.
							Min.		
Hannibal, Mo.	2	758	23	781	62	\$62.48	18	639	\$81.50
Harrisburg, Pa.	4	7,272	447	7,719	135	617.52	12	7,431	870.00
Hartford, Conn.	6	15,913	3,073	18,986	578	1,516.56	12	11,664	1,996.40
Hastings, Nebr.	2	296	8	299	4	.....	11	207	22.40
Haverhill, Mass.	2	4,704	598	5,302	131	400.48	25	5,240	537.40
Hazleton, Pa.	1	803	53	856	12	6.72	6	1,365	160.20
Helena, Mont.	.....	684	106	790	27	63.04	10	591	70.00
Henderson, Ky.	1	427	14	441	5	85.28	16	425	52.50
Hillsdale, Mich.	1	341	20	361	11	27.68	10	297	33.00
Hoboken, N. J.	2	5,447	192	5,639	160	451.12	10	2,994	332.70
Holyoke, Mass.	1	3,818	295	4,113	19	327.44	28	2,595	422.20
Hoosick Falls, N. Y.	1	403	5	408	6	82.64	13	608	68.00
Hornellsville, N. Y.	1	905	39	944	19	75.52	10	754	89.30
Hot Springs, Ark.	1	1,421	.....	1,421	80	107.28	20	1,509	154.00
Houston, Tex.	1	5,695	309	6,004	59	382.48	15	2,191	483.70
Hudson, N. Y.	1	1,156	15	1,171	9	86.16	12	894	93.40
Huntingdon, Pa.	1	605	10	615	15	48.00	20	525	53.50
Huntington, Ind.	1	434	23	457	.....	36.56	30	400	55.30
Huntington, W. Va.	1	710	17	727	.....	58.00	13	725	70.00
Huntsville, Ala.	.....	347	2	349	9	.....	11	432	43.20
Hutchinson, Kans.	1	804	5	809	15	64.72	11	479	49.60
Hydepark, Mass.	2	1,618	102	1,720	22	157.68	17	1,407	156.20
Independence, Iowa.	.....	143	.....	143	1	11.36	13	80	9.00
Indianapolis, Ind.	10	29,317	7,254	36,571	242	2,919.52	18	19,841	2,685.40
Ionia, Mich.	1	266	6	272	4	21.68	21	357	36.10
Iowa City, Iowa.	1	331	23	354	2	28.16	30	297	28.30
Iron Mountain, Mich.	1	138	2	140	.....	10.56	15	232	26.70
Ironton, Ohio.	1	604	36	640	1	51.20	10	578	62.20
Ironwood, Mich.	1	91	1	92	1	7.28	10	179	19.40
Ishpeming, Mich.	.....	245	4	249	5	.....	16	307	30.70
Ithaca, N. Y.	2	2,477	354	2,831	25	223.60	18	2,437	279.10
Jackson, Mich.	1	1,808	101	1,909	99	152.73	15	901	157.50
Jackson, Miss.	1	1,537	14	1,551	18	122.64	18	1,243	167.20
Jackson, Tenn.	1	874	9	883	1	70.64	32	856	95.70
Jacksonville, Fla.	1	3,862	199	4,061	75	317.52	25	4,723	306.40
Jacksonville, Ill.	1	1,004	35	1,039	30	81.84	15	612	71.80
Jamaica, N. Y.	1	783	13	796	8	51.44	9	856	87.60
Jamestown, N. Y.	1	1,992	67	2,059	29	164.72	13	1,261	179.90
Janesville, Wis.	1	681	24	705	10	54.00	30	360	73.20
Jefferson City, Mo.	1	800	8	808	30	42.24	30	785	35.70
Jeffersonville, Ind.	1	651	20	671	.....	53.68	15	481	56.00
Jersey City, N. J.	4	14,398	855	15,253	272	1,220.24	37	12,392	1,135.00
Johnstown, N. Y.	1	535	22	557	11	43.68	13	530	55.00
Johnstown, Pa.	1	2,175	178	2,353	34	187.28	8	2,025	220.50
Joliet, Ill.	1	1,455	87	1,542	15	46.80	19	1,549	182.50
Joplin, Mo.	.....	504	16	520	9	.....	19	335	63.20
Kalamazoo, Mich.	1	2,084	91	2,176	71	171.92	12	1,560	160.00
Kankakee, Ill.	1	396	33	429	1	84.16	14	460	83.30
Kansas City, Kans.	1	1,774	135	1,909	31	152.32	30	1,722	206.30
Kansas City, Mo.	9	23,561	5,010	28,571	2,407	2,285.68	30	13,044	2,226.40
Kearney, Nebr.	.....	214	8	222	2	.....	26	102	11.00
Keene, N. H.	1	1,083	92	1,175	1	93.92	14	1,470	181.60
Kenton, Ohio.	1	421	4	425	12	34.00	21	600	73.50
Keokuk, Iowa.	1	1,114	73	1,187	2	94.64	26	813	110.00
Kingston, N. Y.	2	2,417	41	2,458	10	195.84	20	2,141	222.30
Knoxville, Tenn.	1	3,637	218	3,855	.....	306.80	10	2,205	293.70
Kokomo, Ind.	1	754	54	808	4	64.56	18	459	52.70
Laconia, N. H.	.....	569	13	582	.....	46.56	15	802	89.20
La Crosse, Wis.	1	1,531	205	1,736	17	138.40	19	1,010	135.00
La Fayette, Ind.	1	2,065	331	2,396	.....	191.68	15	2,065	310.00
Lancaster, Ohio.	1	725	4	729	9	57.60	13	994	99.40
Lancaster, Pa.	1	4,381	181	4,562	.....	355.84	13	3,474	544.30
Lansing, Mich.	2	1,859	161	2,020	88	160.80	19	2,119	228.00
La Porte, Ind.	1	485	8	493	9	88.72	10	467	47.50
Laramie, Wyo.	.....	88	2	90	1	.....	12	118	15.10
Laredo, Tex.	.....	105	1	106	2	4.08	25	141	13.10
La Salle, Ill.	.....	189	1	190	4	.....	25	248	19.70

No. 18.—Statement showing the operations of the special-delivery system at all the free-delivery post-offices during the year ending June 30, 1897—Continued.

Post-office.	Number of messengers employed in special delivery.	Number of special-delivery letters and parcels arriving from other places.	Number of special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Number of special-delivery letters and parcels that failed of delivery by messengers.	Total amount of compensation to messengers or others for special delivery.	Average time of delivery of special-delivery letters and parcels after their arrival.	Number of special-delivery letters and parcels mailed to other places.	Amount of special-delivery stamps sold.
Lawrence, Kans.	1	966	29	995	.....	\$79.60	24	971	\$100.00
Lawrence, Mass.	2	4,394	598	4,992	10	390.36	11	5,230	613.80
Leadville, Colo.	1	849	41	890	3	71.20	30	1,339	160.00
Leavenworth, Kans.	1	1,448	53	1,501	60	119.67	13	1,815	176.00
Lebanon, Pa.	1	927	46	973	1	66.64	10	1,019	316.90
Leominster, Mass.	2	848	40	888	49	67.68	18	791	117.30
Lexington, Me.	2	1,035	108	1,143	37	107.12	28	1,599	189.20
Lexington, Ky.	1	4,453	157	4,610	56	360.85	19	4,286	422.20
Lima, Ohio.	3	1,850	124	1,974	30	155.28	7	802	210.70
Lincoln, Ill.	1	367	13	380	14	29.44	15	309	43.30
Lincoln, Nebr.	2	4,259	130	4,389	4	350.80	30	2,225	190.00
Little Falls, N. Y.	1	737	.....	737	2	58.88	18	281	30.00
Little Rock, Ark.	1	2,440	125	2,565	21	205.04	18	1,083	130.00
Lock Haven, Pa.	1	744	40	784	1	62.64	20	1,240	125.30
Lockport, N. Y.	1	1,487	50	1,543	.....	123.04	10	811	152.50
Logansport, Ind.	1	1,374	78	1,452	13	116.08	15	1,494	155.10
Long Island City, N. Y.	2	2,355	43	2,398	93	159.20	20	1,351	137.40
Lorsain, Ohio.	1	423	1	424	2	33.76	25	743	50.60
Los Angeles, Cal.	4	11,172	1,163	12,335	263	965.76	26	5,181	780.00
Louisiana, Mo.	1	183	.....	183	2	12.24	23	524	54.70
Louisville, Ky.	11	19,468	4,061	23,529	1,593	1,866.64	22	11,568	1,678.50
Lowell, Mass.	4	8,248	2,544	10,792	281	863.56	17	11,992	1,090.00
Lynchburg, Va.	1	2,384	38	2,422	4	193.76	13	875	90.00
Lynn, Mass.	3	10,014	1,756	11,770	601	937.36	30	10,097	930.00
McKeesport, Pa.	1	2,844	209	2,553	14	204.24	15	2,816	296.50
Macon, Ga.	1	4,631	155	4,786	18	377.28	11	1,806	245.90
Madison, Ind.	1	409	.....	409	8	82.08	10	564	60.10
Madison, Wis.	1	2,212	40	2,252	.....	180.16	15	2,534	257.00
Mahanoy City, Pa.	.....	435	11	446	.....	.....	5	830	84.10
Malden, Mass.	2	5,208	253	5,461	303	436.88	18	2,449	295.00
Manchester, N. H.	8	5,972	618	6,590	11	525.92	14	5,036	600.00
Manistee, Mich.	1	263	2	264	6	21.12	15	227	21.40
Manitowoc, Wis.	1	324	.....	324	.....	25.92	25	232	23.20
Mankato, Minn.	1	925	24	949	20	74.32	15	746	77.00
Mansfield, Ohio.	3	1,534	68	1,602	12	127.20	16	2,785	360.50
Marietta, Ohio.	1	1,405	90	1,495	3	95.81	15	1,251	139.90
Marinette, Wis.	1	217	3	220	.....	17.52	12	357	44.60
Marion, Ind.	1	1,244	94	1,338	26	104.06	19	808	90.00
Marion, Ohio.	2	845	35	880	17	70.32	9	990	104.20
Marlboro, Mass.	1	1,385	73	1,458	5	115.84	14	1,397	154.90
Marquette, Mich.	.....	444	10	454	1	.....	15	323	42.60
Marshall, Tex.	1	254	2	256	3	20.32	22	241	24.60
Marshalltown, Iowa.	2	590	30	620	1	40.16	11	662	69.20
Mason City, Iowa.	1	221	.....	221	3	12.40	18	118	11.90
Massillon, Ohio.	1	820	28	848	.....	67.68	21	876	105.40
Mattson, Ill.	1	432	15	447	3	35.60	30	217	21.90
Maysville, Ky.	1	449	.....	449	.....	35.92	25	612	61.20
Meadville, Pa.	1	1,840	105	1,445	60	115.60	7	1,360	145.90
Medford, Mass.	1	2,020	178	2,198	37	172.68	25	952	134.40
Media, Pa.	1	595	14	609	.....	48.72	10	725	72.50
Melrose, Mass.	1	1,750	127	1,877	15	149.04	12	1,260	132.00
Memphis, Tenn.	3	7,502	709	8,211	307	635.44	23	4,221	513.80
Menominee, Mich.	.....	197	11	208	6	16.56	20	264	27.50
Meriden, Conn.	4	3,044	105	3,149	167	248.04	15	1,751	344.30
Meridian, Miss.	1	831	3	834	2	66.66	10	751	81.10
Michigan City, Ind.	1	328	18	346	5	27.52	15	295	32.10
Middleboro, Mass.	1	601	.....	601	5	47.68	14	458	58.40
Middletown, Conn.	1	1,978	26	2,004	80	153.92	10	1,876	202.60
Middletown, N. Y.	1	1,578	96	1,674	14	132.80	13	1,198	125.00
Middletown, Ohio.	2	650	15	665	12	52.32	10	713	89.00
Milford, Mass.	1	964	.....	964	.....	77.04	20	1,260	126.00
Millville, N. J.	1	277	4	281	.....	22.48	15	386	28.60
Milwaukee, Wis.	5	17,037	3,729	20,766	1,090	1,661.28	22	13,501	1,800.00
Minneapolis, Minn.	23	24,846	14,102	38,948	145	3,104.24	22	16,294	3,050.00
Mitchell, S. Dak.	1	89	4	93	2	6.80	6	81	8.10
Moberly, Mo.	1	262	8	265	3	29.20	9	483	49.60

No. 18.—Statement showing the operations of the special-delivery system at all the free-delivery post-offices during the year ending June 30, 1897.—Continued.

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Mobile, Ala.	1	2,932	411	3,343	44	\$263.92	20	1,682	\$385.10
Moline, Ill.	1	817	23	340	6		17	348	35.10
Monmouth, Ill.	1	435	22	457		3.68	6	495	50.90
Montclair, N. J.	1	2,325	114	2,439		195.12	15	2,119	229.40
Montgomery, Ala.	1	4,021	58	4,079	18	324.16	10	1,978	268.70
Montpelier, Vt.	1	512	15	527	15	40.96	13	486	69.00
Morristown, N. J.	1	2,528	103	2,631	178	196.24	30	2,523	229.80
Mount Pleasant, Iowa	1	194	4	198	18	14.56	20	270	27.30
Mount Vernon, N. Y.	2	3,077	188	3,265	25	259.20	13	3,345	330.00
Mount Vernon, Ohio	1	497	10	507	2	40.40	10	485	57.40
Muncie, Ind.	1	1,738	73	1,811	31	142.64	11	1,266	134.70
Muscatine, Iowa	1	281	14	295	13	20.40	40	271	32.40
Muskegon, Mich.	1	693	44	737	10	58.96	8	653	69.70
Nashua, N. H.	1	2,382	120	2,502	29	198.24	16	2,323	264.10
Nashville, Tenn.	3	11,771	449	12,220	72	973.12	25	5,109	608.20
Natches, Miss.	1	652	11	663	12	52.24	11	531	75.50
Natick, Mass.	1	987	48	1,035	23		16	308	42.00
Nebraska City, Nebr.	1	267	16	283	1	22.64	9	260	33.20
Nevada, Mo.	1	258	5	263	12		11	203	21.00
New Albany, Ind.	1	948	25	973	8	77.28	16	489	51.50
Newark, N. J.	10	24,940	4,327	29,267	615	2,332.56	21	22,840	2,600.00
Newark, N. Y.	1	322	13	335	32	24.88	13	330	84.50
Newark, Ohio	1	1,054	86	1,090	7	87.20	20	1,119	122.50
New Bedford, Mass.	2	6,522	648	7,170	37	572.48	15	6,758	750.00
New Brighton, N. Y.	1	2,104	39	2,143	9	170.72	13	1,600	198.60
New Britain, Conn.	1	2,173	194	2,367	2	189.36	20	2,006	305.00
New Brunswick, N. J.	1	2,512	217	2,729	2	218.08	20	2,453	317.20
Newburgh, N. Y.	1	2,842	105	2,937	7	234.88	8	3,007	370.00
Newburyport, Mass.	1	1,895	134	2,029	34	160.16	14	1,451	215.10
Newcastle, Pa.	1	1,889	183	2,072	29	165.36	9	2,303	254.40
New Haven, Conn.	10	18,990	2,394	21,384	890	1,710.72	18	20,001	1,974.20
New London, Conn.	1	3,272	294	3,566	3	285.28	16	3,967	407.70
New Orleans, La.	20	28,674	16,937	45,611	174	3,636.00	37	15,140	2,874.60
Newport, Ky.	2	2,019	59	2,078	4	166.24	15	605	92.00
Newport, R. I.	2	5,929	564	6,513	273	450.08	12	7,818	883.30
New Rochelle, N. Y.	1	2,430	69	2,499	127	189.76	15	2,536	290.00
Newton, Kans.	2	235		235		18.80	30	250	25.00
Newton, Mass.	2	2,108	95	2,203	7	173.44	13	1,491	177.30
New Whatcom, Wash.	1	111	13	124	2		8	188	23.70
New York, N. Y.	242	375,447	240,963	616,400	58,137	48,608.96	30	477,027	58,000.00
Niagara Falls, N. Y.	1	2,114	17	2,131	14	125.04	15	3,007	323.60
Norfolk, Va.	3	5,640	473	6,113	373	489.04	7	7,181	553.00
Norristown, Pa.	2	1,840	47	1,887		150.96	23	1,860	196.00
North Adams, Mass.	1	2,072	84	2,156	47	172.22	22	2,354	282.80
Northampton, Mass.	1	3,272	254	3,526		282.08	18	3,116	383.80
Norwalk, Conn.	2	1,110	68	1,178	3	94.00	20	1,317	147.50
Norwalk, Ohio	1	670	23	693	7	55.12	8	376	38.90
Norwich, Conn.	1	2,640	657	3,297	127	263.36	18	3,039	399.20
Norwich, N. Y.	1	344	14	358	2	28.64	17	305	32.10
Oakland, Cal.	4	9,504	1,935	11,439	44	911.60	23	4,066	817.20
Oakpark, Ill.	1	1,023	34	1,057	10	83.76	30	410	59.90
Oberlin, Ohio	1	670	12	682		54.56	12	813	84.70
Ogden, Utah	1	615	24	639	43	50.40	31	304	64.90
Ogdensburg, N. Y.	1	585	29	614	17	49.12	8	499	55.00
Oli City, Pa.	1	1,186	141	1,327		106.16	10	575	59.40
Oklahoma, Okla.	1	367	12	379	11	29.44	10	367	43.80
Olean, N. Y.	1	1,064	49	1,113	17	88.40	15	1,018	114.70
Olympia, Wash.	1	266	4	270	3	21.60	13	413	39.50
Omaha, Nebr.	3	10,423	728	11,149	15	846.72	21	5,717	709.70
Oneida, N. Y.	1	513	10	553	14	16.40	7	441	55.00
Oneonta, N. Y.	1	609	46	655	11	51.92	12	468	56.80
Orange, N. J.	1	2,938	129	3,067	112	241.52	14	2,446	261.30
Oskosh, Wis.	1	1,619	234	1,853	12	148.08	18	1,029	150.00
Oskaloosa, Iowa	1	446	14	460	9	26.80	21	466	48.60
Oswego, N. Y.	1	1,854	80	1,934	23	154.72	12	1,788	185.00
Ottawa, Ill.	1	514	26	540	11	40.16	15	528	58.50

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Post-office.	Number of messengers employed in special delivery.	Number of special-delivery letters and parcels arriving from other places.	Number of special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Number of special-delivery letters and parcels that failed of delivery by messengers.	Total amount of compensation to messengers or others for special delivery.	Average time of delivery of special-delivery letters and parcels after their arrival.	Number of special-delivery letters and parcels mailed to other places.	Amount of special-delivery stamps sold.
Ottawa, Kans.	1	425	5	430	2	\$34.40	15	421	\$42.10
Ottumwa, Iowa	1	842	97	939	4	75.12	8	902	96.90
Oswego, N. Y.	1	317	14	331	.....	26.68	15	314	35.50
Owensboro, Ky.	1	538	13	551	3	44.08	7	585	56.80
Owasco, Mich.	1	494	48	542	4	43.36	10	527	66.40
Paducah, Ky.	1	1,230	32	1,262	14	100.80	27	842	90.90
Painesville, Ohio	1	601	38	639	.....	49.20	10	736	95.10
Paris, Ill.	1	338	10	348	6	20.56	10	470	59.00
Paris, Tex.	1	846	1	847	9	67.04	16	479	48.00
Parkersburg, W. Va.	1	2,149	132	2,281	22	182.48	10	1,720	185.20
Parsons, Kans.	1	336	21	357	6	28.48	11	355	49.00
Pasadena, Cal.	1	770	89	859	96	65.44	8	553	92.20
Passaic, N. J.	1	1,584	42	1,626	10	129.52	17	1,632	166.90
Paterson, N. J.	2	5,652	376	6,028	3	482.24	10	5,131	650.00
Pawtucket, R. I.	3	3,339	227	3,566	90	277.78	28	1,249	309.60
Peabody, Mass.	1	962	25	987	75	72.56	5	587	71.90
Peekskill, N. Y.	1	1,166	57	1,223	7	97.84	15	1,109	132.80
Pekin, Ill.	2	296	16	312	13	23.68	35	290	35.10
Pensacola, Fla.	1	683	14	697	11	41.02	19	972	100.70
Pensacola, Ill.	2	5,177	508	5,685	182	440.24	17	4,352	515.00
Perth Amboy, N. J.	1	746	6	752	7	59.60	10	952	95.20
Peru, Ind.	1	517	5	522	4	41.76	18	438	50.60
Petersburg, Va.	1	2,054	23	2,077	14	166.16	10	1,013	109.00
Philadelphia, Pa.	76	158,414	72,732	231,146	13,311	18,395.36	28	147,717	21,900.00
Phoenix, Ariz.	.....	364	12	376	4	30.08	18	284	29.60
Pine Bluff, Ark.	.....	816	18	834	8	.....	23	602	62.00
Piqua, Ohio	1	951	9	960	3	76.80	11	925	103.70
Pittsburg, Pa.	31	48,825	34,702	83,527	5,034	6,682.16	27	76,455	9,180.00
Pittsfield, Mass.	1	2,629	93	2,722	32	211.68	15	2,118	327.20
Pittston, Pa.	1	938	40	978	8	77.60	9	881	106.30
Plainfield, N. J.	1	3,347	82	3,429	5	269.84	14	2,824	293.10
Plattsburg, N. Y.	1	732	18	750	1	59.92	11	545	58.30
Plymouth, Mass.	1	1,128	34	1,162	25	90.16	14	1,491	173.00
Pomona, Cal.	1	255	7	262	4	20.64	15	568	63.90
Pontiac, Mich.	1	496	6	502	25	30.36	7	596	53.70
Port Chester, N. Y.	1	877	24	901	282	62.08	14	1,187	114.10
Port Huron, Mich.	1	1,192	34	1,226	4	97.92	15	819	101.50
Port Jervis, N. Y.	1	699	36	735	.....	25.36	20	824	92.50
Portland, Me.	5	9,154	1,889	11,043	752	875.36	44	4,954	874.00
Portland, Oreg.	3	6,263	611	6,874	96	549.36	26	2,384	280.00
Portsmouth, N. H.	1	1,973	38	2,011	71	159.60	10	1,157	220.80
Portsmouth, Ohio	1	1,040	83	1,082	.....	86.56	16	1,038	114.60
Portsmouth, Va.	2	1,222	31	1,253	1	100.24	11	977	115.80
Pottstown, Pa.	4	993	11	1,004	1	80.32	10	860	121.80
Pottsville, Pa.	1	1,530	81	1,611	35	128.56	6	1,063	217.40
Poughkeepsie, N. Y.	1	4,080	221	4,301	360	312.56	10	4,448	445.00
Princeton, N. J.	1	2,117	35	2,152	49	165.92	16	2,190	282.80
Providence, R. I.	12	27,537	5,821	33,352	2,375	2,668.00	17	28,800	3,328.20
Pueblo, Colo.	1	1,586	128	1,714	43	137.12	15	1,322	134.70
Quincy, Ill.	1	1,893	288	2,181	4	174.40	20	1,071	160.00
Quincy, Mass.	1	1,873	224	2,097	1	167.76	18	1,610	181.10
Racine, Wis.	1	1,530	147	1,677	5	133.84	10	1,526	256.00
Raleigh, N. C.	1	2,267	70	2,327	35	185.76	10	1,395	150.00
Reading, Pa.	2	5,316	379	5,695	205	455.60	10	2,755	510.30
Red Wing, Minn.	1	544	39	583	16	45.36	30	639	61.90
Richmond, Ind.	1	2,221	132	2,353	6	187.84	13	1,906	260.00
Richmond, Va.	5	14,287	839	15,126	239	1,194.88	15	9,030	1,060.00
Riverside, Cal.	.....	348	12	360	26	.....	21	683	85.00
Roanoke, Va.	1	1,626	28	1,654	27	132.32	15	1,245	127.30
Rochester, Minn.	2	812	1	813	2	24.80	9	204	26.00
Rochester, N. Y.	8	20,743	4,706	25,449	1,224	2,036.92	19	14,466	2,120.00
Rockford, Ill.	1	1,696	115	1,811	.....	144.88	10	1,221	150.30
Rock Island, Ill.	1	669	50	719	5	57.12	15	660	74.00
Rockland, Me.	.....	738	80	768	7	.....	24	670	67.00
Rockville, Conn.	1	433	6	439	2	34.96	14	598	59.80
Rome, Ga.	1	825	13	838	2	66.93	22	685	79.60

No. 18.—Statement showing the operations of the special-delivery system at all the free-delivery post-offices during the year ending June 30, 1897—Continued.

Post-office.	Number of messengers employed in special delivery.	Number of special-delivery letters and parcels arriving from other places.	Number of special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Number of special-delivery letters and parcels that failed of delivery by messengers.	Total amount of compensation to messengers or others for special delivery.	Average time of delivery of special-delivery letters and parcels after their arrival.	Number of special-delivery letters and parcels mailed to other places.	Amount of special-delivery stamps sold.
							Min.		
Rome, N. Y.		882	15	897	13		11	778	\$96.10
Rutland, Vt.	1	1,560	62	1,622	7	\$120.76	19	1,502	164.00
Sacramento, Cal.	2	5,810	579	6,389		511.12	19	3,993	705.00
Saginaw East Side, Mich.	1	1,960	114	2,074	16	165.60	10	2,010	175.00
Saginaw West Side, Mich.	1	520	36	556	17	44.48	14	282	33.50
St. Albans, Vt.	1	488	19	507	3	40.56	5	542	65.30
St. Cloud, Minn.	1	694	39	733	15	57.52	36	423	70.10
St. Johnsbury, Vt.	1	462	25	487	3	38.96	20	400	42.90
St. Joseph, Mo.	3	6,373	530	6,909	53	550.48	9	2,808	449.60
St. Louis, Mo.	51	40,526	9,063	49,589	3,783	3,937.12	20	25,619	3,785.90
St. Paul, Minn.	9	21,008	7,869	29,077	319	2,372.40	20	8,064	2,306.10
Salem, Mass.	2	4,874	942	5,816	69	462.24	10	4,582	551.40
Salem, Ohio	1	804	23	827	1	66.08	20	817	125.70
Salem, Oreg.	2	474	36	510	10	40.00	19	664	183.30
Salina, Kans.	1	1,050	4	1,054	4	84.32	15	703	80.90
Salt Lake City, Utah.	1	3,932	426	4,358	47	336.16	21	2,263	285.00
San Antonio, Tex.	4	4,846	278	5,124	57	383.44	9	1,779	236.00
San Bernardino, Cal.		426	8	434	7		15	827	92.70
San Diego, Cal.	1	1,731	116	1,847	83	141.04	8	1,179	133.20
Sandusky, Ohio.	1	1,468	84	1,552	2	124.16	30	1,196	157.80
San Francisco, Cal.	42	44,881	24,289	69,170	3,797	5,533.60	80	20,830	3,173.50
San Jose, Cal.	1	4,601	162	4,763	31	353.92	22	5,111	567.10
Santa Barbara, Cal.	2	355	34	389	33	30.96	15	666	78.80
Santa Cruz, Cal.	1	729	23	752	19	58.54	8	1,204	142.80
Santa Rosa, Cal.	1	766	44	810		64.80	8	606	91.20
Saratoga Springs, N. Y.	2	3,322	59	3,381	46	250.72	15	3,127	359.00
Savannah, Ga.	1	4,817	286	5,103	27	357.36	10	3,737	394.10
Schenectady, N. Y.	1	2,529	51	2,580	31	203.92	20	2,620	262.00
Scranon, Pa.	2	6,098	1,060	7,158	66	572.08	12	7,705	825.00
Seattle, Wash.	1	3,803	431	4,134	160	238.44	70	1,481	220.30
Sedalia, Mo.	1	1,275	81	1,306		104.48	15	604	90.40
Selma, Ala.	1	821	7	828	3	65.84	24	600	70.40
Seneca Falls, N. Y.		535	18	553	7		11	602	75.20
Shamokin, Pa.	1	644	13	657	11	51.80	78	684	69.70
Sharon, Pa.	2	624	22	656		52.48	14	684	89.06
Sheboygan, Wis.	1	548	22	570	17	45.52	13	905	104.30
Shelbyville, Ind.	1	382	13	395	5	31.20	12	639	64.90
Shenandoah, Pa.		485	11	496	10		7	628	62.60
Sherman, Tex.		539	11	550	27		13	517	54.10
Shreveport, La.	1	906	24	930	13	74.00	20	637	41.00
Sidney, Ohio	1	393	12	405	4	32.40	12	156	16.80
Sing Sing, N. Y.	1	1,032	19	1,051	49	80.24	20	1,264	125.30
Sioux City, Iowa	3	4,052	198	4,250	33	339.44	10	1,802	200.50
Sioux Falls, S. Dak.	1	691	32	723	6	57.76	13	531	56.70
South Bend, Ind.	2	1,665	67	1,732	17	138.56	15	1,565	225.00
South Bethlehem, Pa.	1	1,021	19	1,040	16	81.60	15	916	98.40
South Framingham, Mass.	1	1,110	30	1,140	12	90.08	18	1,174	147.90
South Norwalk, Conn.	1	1,061	74	1,135		90.80	14	1,752	180.00
South Omaha, Nebr.	4	735	11	746	10	56.72	15	1,035	88.90
Spokane, Wash.	1	2,362	214	2,576	146	109.12	17	911	180.00
Springfield, Ill.	1	2,961	296	3,257	147	257.20	12	1,791	270.00
Springfield, Mass.	8	16,296	2,670	18,936	25	1,514.16	23	12,919	1,802.70
Springfield, Mo.	1	1,665	46	1,711	25	136.40	20	846	89.20
Springfield, Ohio	1	3,900	208	4,108	15	324.92	33	2,910	270.80
Stamford, Conn.	1	2,429	283	2,712	76	210.32	87	3,067	335.00
Staunton, Va.	1	1,075	8	1,083	2	86.08	15	860	122.20
Sterling, Ill.		217	9	226	3		14	192	30.40
Steubenville, Ohio.	1	1,269	67	1,336	11	106.88	11	1,519	160.40
Stevens Point, Wis.		207	15	222	26		14	316	33.40
Stillwater, Minn.	1	723	10	733		58.64	13	811	81.10
Stockton, Cal.	1	1,727	41	1,768	23	139.68	15	1,737	176.36
Stratford, Ill.	1	540	27	567		44.80	12	819	92.00
Syracuse, N. Y.	6	16,435	5,263	21,698	1,757	1,735.84	18	14,525	2,010.00

No. 18.—Statement showing the operations of the special-delivery system at all the free-delivery post-offices during the year ending June 30, 1897—Continued.

Post office.	Number of messengers employed in special delivery.	Number of special-delivery letters and parcels arriving from other places.	Number of special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Number of special-delivery letters and parcels that failed of delivery by messengers.	Total amount of compensation to messengers or others for special delivery.	Average time of delivery of special-delivery letters and parcels after their arrival.	Number of special-delivery letters and parcels mailed to other places.	Amount of special-delivery stamps sold.
							Min.		
Tacoma, Wash.	1	1,558	141	1,699	33	\$135.92	18	1,104	\$135.00
Tampa, Fla.	1	886	41	927	28	74.00	32	1,140	101.00
Taunton, Mass.	1	3,637	524	4,161	2	331.60	25	3,876	508.00
Temple, Tex.	1	484	2	486	6	38.16	21	368	52.60
Terre Haute, Ind.	2	3,408	316	3,724	10	291.84	11	2,326	328.70
Texarkana, Ark.	1	643	3	646	20	50.00	8	204	33.00
Tiffin, Ohio.	1	883	24	907	10	72.56	5	478	60.20
Titusville, Pa.	1	877	35	912	10	72.96	10	687	34.70
Toledo, Ohio.	4	15,214	1,681	16,895	76	1,351.60	12	8,287	1,350.00
Topeka, Kans.	1	3,703	123	3,826	41	306.08	15	2,966	342.70
Towanda, Pa.	1	458	5	463	19	19.52	13	502	53.60
Trenton, N. J.	3	7,976	241	8,217	6	657.36	10	8,536	895.90
Trinidad, Colo.	1	287	3	290	10	2.48	34	113	11.50
Troy, N. Y.	4	8,017	688	8,705	46	696.40	14	6,542	820.00
Troy, Ohio.	1	485	10	495	8	35.04	30	590	59.00
Tyler, Tex.	1	425	20	445	8	44.32	10	368	38.30
Tyrone, Pa.	1	541	13	554	36	80.16	8	547	54.80
Uniontown, Pa.	1	969	55	1,024	5	9.36	45	976	140.00
Urbana, Ill.	1	220	5	225	19	49.04	13	175	18.20
Urbana, Ohio.	1	606	7	613	67	408.64	15	605	64.70
Utica, N. Y.	2	5,923	236	6,159	67	44.16	11	4,854	540.00
Valparaiso, Ind.	1	508	46	554	2	161.04	10	411	45.70
Vicksburg, Miss.	3	1,889	124	2,013	18	51.60	12	1,293	141.70
Vincennes, Ind.	1	618	28	646	8	38.64	8	736	81.70
Vineland, N. J.	1	515	7	522	41	43.04	11	700	74.70
Wabash, Ind.	1	503	35	538	23	158.96	15	512	51.80
Waco, Tex.	1	1,950	60	2,010	3	82.80	14	1,063	110.00
Wakefield, Mass.	1	974	66	1,040	3	79.36	23	784	78.80
Walla Walla, Wash.	1	171	3	174	2	260.68	11	187	19.00
Waltham, Mass.	1	3,352	120	3,472	101	79.36	20	2,662	254.80
Warren, Ohio.	1	963	29	992	16	1.84	23	1,156	138.20
Warren, Pa.	1	1,043	84	1,077	10	550.00	10	550	60.20
Washington, D. C.	35	78,678	83,645	112,523	1,331	8,999.84	18	54,578	10,450.00
Washington, N. J.	1	259	2	261	11	164.32	12	222	23.30
Washington, Pa.	1	1,865	200	2,065	11	44.40	14	2,380	245.30
Washington C. H., Ohio.	1	627	10	637	5	318.16	9	955	95.50
Waterbury, Conn.	1	3,854	140	3,994	42	47.60	29	4,306	490.10
Waterloo, Iowa.	1	589	21	610	15	143.28	12	494	56.40
Watertown, N. Y.	1	1,714	104	1,818	27	24.08	15	1,092	145.00
Watertown, Wis.	1	291	19	310	11	58.80	11	368	39.00
Waterville, Me.	1	622	116	738	3	44.50	9	914	103.00
Waukegan, Ill.	1	546	11	557	14	41.62	10	814	81.40
Waukegan, Wis.	1	512	7	519	2	24.32	16	655	105.00
Wausau, Wis.	1	266	6	272	2	21.76	11	240	24.00
Waverly, N. Y.	1	287	17	304	3	120.56	5	437	45.20
West Bay City, Mich.	1	273	3	276	8	144.00	29	106	18.10
West Chester, Pa.	1	1,518	83	1,551	44	72.48	9	1,383	147.10
Westfield, R. I.	1	949	26	975	7	86.04	23	1,026	128.30
Westfield, Mass.	2	1,727	117	1,844	20	214.08	9	1,835	235.00
West New Brighton, N. Y.	2	974	23	996	58	86.04	18	729	65.50
West Superior, Wis.	1	1,033	56	1,089	14	49.28	14	822	87.80
West Troy, N. Y.	1	607	9	616	41	440.56	20	252	26.10
Wheeling, W. Va.	1	5,178	404	5,582	19	214.08	10	4,453	570.00
Wichita, Kans.	1	2,510	166	2,676	49	317.96	10	1,034	120.00
Wilkesbarre, Pa.	1	3,810	178	3,988	59	239.56	9	4,677	329.10
Williamsport, Pa.	1	2,859	148	3,007	108	68.72	11	1,920	260.00
Williamsville, Conn.	1	817	42	859	11	522.72	20	926	106.20
Wilmington, Del.	2	6,290	244	6,534	33	168.08	20	6,607	714.20
Wilmington, N. C.	2	2,048	53	2,101	22	134.56	12	1,577	185.30
Winchester, Mass.	1	1,586	120	1,706	23	27.28	10	937	153.80
Winfield, Kans.	3	339	6	345	5	85.12	32	297	28.90
Winona, Minn.	1	974	91	1,065	12	125.20	16	703	90.50
Winston, N. C.	1	393	9	402	26	72.48	15	377	37.70
Woburn, Mass.	1	1,397	185	1,582	17	86.04	20	1,003	111.10

No. 18.—*Statement showing the operations of the special-delivery system at all the free-delivery post-offices during the year ending June 30, 1897*—Continued.

Post-office.	Number of messengers employed in special delivery.	Number of special-delivery letters and parcels arriving from other places.	Number of special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Number of special-delivery letters and parcels that failed of delivery by messengers.	Total amount of compensation to messengers or others for special delivery.	Average time of delivery of special-delivery letters and parcels after their arrival.	Number of special-delivery letters and parcels mailed to other places.	Amount of special-delivery stamps sold.
							Min.		
Woonsocket, R. I.....	1	1,618	75	1,693	8	\$134.08	25	1,614	\$160.50
Wooster, Ohio.....	1	634	36	670	14	52.72	13	731	79.50
Worcester, Mass.....	10	21,394	7,649	29,043	1,096	2,315.28	20	19,268	2,945.00
Xenia, Ohio.....	1	719	12	731	7	58.48	29	803	85.50
Yankton, S. Dak.....	1	374	.....	374	11	28.56	13	93	9.30
Yonkers, N. Y.....	3	5,088	220	5,308	258	403.80	20	3,532	540.00
York, Pa.....	1	2,436	126	2,562	21	204.80	15	2,420	293.00
Youngstown, Ohio.....	1	2,967	328	3,295	.....	263.60	15	2,660	381.00
Ypsilanti, Mich.....	1	606	16	622	24	47.68	15	644	75.70
Zanesville, Ohio.....	1	2,748	234	2,982	12	238.56	15	2,000	223.40
Total.....	1,846	2,865,293	764,558	3,629,851	177,785	285,375.94	17	2,446,211	329,831.60

No. 19.—*Contract for furnishing postal cards during the four years beginning December 1, 1897.*

This contract, made this 21st day of September, A. D. one thousand eight hundred and ninety-seven, and executed in duplicate, between the United States of America, acting by James A. Gary, Postmaster-General, of the first part, and Albert Daggett, of Washington, D. C., as principal, and the Fidelity and Deposit Company of Maryland, a corporation of Maryland, of Baltimore, Maryland, as surety, of the second part, witnesseth:

Whereas the Postmaster-General, in compliance with law, caused an advertisement, dated July 8, 1897, to be published in certain newspapers in the United States, inviting proposals for furnishing all the postal cards that the Department might call for during a period of four years beginning December 1, 1897, a printed copy of which advertisement, together with the specifications therein referred to, is hereto annexed and made part hereof, as follows:

"PROPOSALS FOR FURNISHING POSTAL CARDS.

"ADVERTISEMENT.

"POST-OFFICE DEPARTMENT,

"Washington, D. C., July 8, 1897.

"Sealed proposals will be received at this Department until 12 m. on Wednesday, the 18th day of August, 1897, for furnishing all the postal cards which the Department may call for during a period of four years beginning December 1st, 1897.

"Blank forms of bids, with samples of the Department's standard of paper and full specifications, will be furnished upon application to the Third Assistant Postmaster-General, Washington, D. C.

"JAMES A. GARY, Postmaster-General.

"Specifications.—Furnishing postal cards.

"SIZES AND STYLES.

"Bids are invited, first, for cards of paper to be made according to the present contract standard, samples of which may be obtained from the Department, of the following sizes and weights:

"1. Single card, large size, measuring 3½ by 5½ inches, and weighing 6 pounds 3 ounces a thousand cards. (Of this card there will be two designs, one for use in the domestic mails and the other for international mails.)

"2. Double or reply card, measuring $5\frac{1}{2}$ by $6\frac{1}{2}$ inches, and weighing 12 pounds 6 ounces a thousand cards. (Of this card there will also be two designs, a domestic and a foreign one.)

"3. Single card, small size, measuring $2\frac{1}{8}$ by $4\frac{1}{8}$ inches, and weighing 5 pounds a thousand cards.

"These three items will comprehend proposal first.

"Bids are also invited for cards of these same sizes and weights, but to be made of paper according to samples submitted by bidders, *constituting Proposal Second.* Under this proposal as many different kinds of paper as bidders may desire to submit will be received and considered; but of each kind at least 25 samples, cut to the several sizes of cards as described, must accompany the bid, together with several whole sheets of the paper; and the formula from which the paper is made—that is to say, its constituents, their proportions, and the exact process of manufacture—must be disclosed.

"After a careful consideration of all the bids, the Postmaster-General will determine whether to award the contract on the Department sample or upon some sample to be submitted by bidders.

"COLOR AND QUALITY OF PAPER, ETC.

"If the contract should be awarded upon the Department sample, the paper must be made of 69 per cent of sulphite-bleached spruce fiber, of 22 per cent of soda chemical poplar fiber, bleached, and of 9 per cent of English clay. It must be clean and free from imperfections, run and calendered to a uniform thickness and weight, finished on both sides suitable for writing with ink and pencil, and the same in color, quality, tensile strength, weight, finish, and all other respects as the standard.

"If the contract is awarded upon some sample submitted by a bidder, the paper must be made according to the disclosed formula, must conform to the sample submitted, and must possess all the other qualities given above in reference to the Department's own standard.

"In no case must there be a water finish to the paper.

"The right is reserved to the Postmaster-General to change the color of the paper of either of the cards at any time during the existence of the contract; but in any such change as he may see fit to make no more expensive color shall be selected than that in the contract standard, unless the contractor shall be compensated therefor; and if a less expensive color be selected, credit shall be taken by the Department in the settlement of accounts for the difference in cost. The Postmaster-General also reserves the right to increase or diminish the standard weight of either card at any time during the contract term, upon the condition that he shall pay the contractor a proportionate increase or decrease of price, to be determined upon the actual cost to the contractor of the paper in use at the time of the change. All the paper furnished or used shall be subject, both before and after being printed, to the supervision and approval of the Postmaster-General or his duly authorized agent. The amount of difference in cost involved by changes in the color or weight of the paper shall be determined by the Postmaster-General, and the allowance or deduction is to be made at his discretion.

"PRINTING, DIES, ROLLS, AND PLATES.

"The single cards must be surface printed on one side only from hardened steel plates, and with ink of such quality and color as may from time to time be approved by the Postmaster-General. The use of aniline inks will not be allowed. The double or reply cards will be required to be similarly printed, but on both sides of the paper, and with a border, the design to be selected by the Postmaster-General.

"The dies and rolls required to produce the working plates from which the cards are to be printed will be furnished by and wholly at the expense of the Government, and from such designs as the Postmaster-General may see fit to adopt; but all the necessary working plates must be furnished, kept in repair, and renewed at the cost of the contractor; and any expense which the Government may incur in connection therewith shall be charged to him, and deducted in the settlement of accounts for cards furnished. All such plates made or used at any time during the contract term shall immediately become the property of the United States, and shall be turned over to the Postmaster-General or his duly authorized agent whenever demanded. The Postmaster-General may require the contractor to have all the working plates made by the Bureau of Engraving and Printing of the Treasury Department, but should it become necessary or expedient to turn over to him the dies and rolls for the preparation of working plates at some other establishment, he shall be held responsible for their safe custody and proper use, and shall return them whenever demanded by the Postmaster-General or his agent. A sufficient supply of working plates will be provided in time to properly begin work under the contract, subject to the provisions above.

"The Postmaster-General reserves the right to change the design or designs of the cards at any time during the existence of the contract under the foregoing conditions.

"The cards as they are manufactured shall be subject in every respect to the approval of the Postmaster-General or his duly authorized agent, and his right of rejection shall be absolute and final.

"All spoiled cards shall be destroyed by the agent of the Department in the presence of the contractor or his representative, or otherwise disposed of as the Postmaster-General may direct. Payment will not be made for cards spoiled in the process of manufacture or rejected upon inspection.

"BUILDING, PLACE OF MANUFACTURE, ETC.

"The postal cards will be required to be manufactured in a strictly first-class building of such construction as to give security against loss by fire or theft, and in apartments separate and distinct from those in which any other work is done; and the premises shall be fitted up with a fire and burglar proof safe or vault, to be specially provided for storing the finished cards; the said building, apartments, and safe or vault to be subject to the approval of the Postmaster-General or his duly authorized agent. Special provision will also be made by the contractor for the safe-keeping on the premises of the cards while in course of preparation, under such regulations as may be prescribed by the Postmaster-General or his duly authorized agent, and subject to his approval.

"AGENT—OFFICE ROOMS—INSPECTION.

"A resident agent and inspector of the Department will have supervision of the manufacture, storage, and issue of the cards, and he shall at all times have full and free access to the apartments and vaults where they are manufactured and stored, for the purpose of inspecting them. The contractor shall furnish the resident agent of the Department and his clerks suitable and properly furnished office rooms, connected with the premises on which the cards are manufactured, for the transaction of the business of the agency, without cost to the Government. The contractor may also be required to furnish, without charge, suitable and properly furnished rooms for the use of the post-office in registering and mailing packages of postal cards to be forwarded through the mails. The apartments, safe, or vault, and rooms for manufacturing, storing, and registering cards, shall be immediately connected with one another by communicating doors, all of which shall be constructed and fitted up to the satisfaction and with the approval of the Postmaster-General, or his duly authorized agent.

"The Postmaster-General shall also have the right to cause inspection to be made at any time, by any agent or agents whom he may specially designate for the purpose, of the rooms, apartments, and vaults used for the manufacture and storage of cards and of the cards in course of manufacture or in stock.

"The contractor, his employees, and agents shall conform to such regulations as the Department may from time to time adopt for the security of the Government. These regulations may comprehend, if deemed expedient, the consignment by the contractor to the Department's agent of all paper to be used in the manufacture of cards, the count and issue of it by him to the contractor's employees as it shall be needed for printing, and a strict accountability for the paper so issued and its card product.

"STOCK ON HAND.

"The contractor shall at all times keep on hand a stock of finished cards sufficient to promptly meet all orders of the Department, and to provide against any and all contingencies that may be likely to occur during the existence of the contract; and these cards shall be held subject to the control of the Postmaster-General or his duly authorized agent or agents. And the Postmaster-General shall have the right to require of the contractor, at any time during the existence of the contract, to provide an extra quantity of cards, not exceeding a supply for three months.

"The Postmaster-General reserves the right to impose a fine upon the contractor, in such sum as he may deem proper, to be deducted in the settlement of accounts, for the failure to have on hand at any time a sufficient supply of cards with which to promptly meet all just requirements of the Department; also the right to fine the contractor, in the same way, for errors made in the count of cards, whereby either a greater or less number, or a greater or less value, of cards, is issued than called for on the orders of the Department.

"In the event that the exigencies of the public service shall require the acceptance by the Department of any cards which, in the opinion of the Postmaster-General or of his duly authorized agent, are inferior in any respect to the requirements of the

contract, the right is reserved to the Postmaster-General absolutely to fix the price thereof, and to pay for such inferior cards any compensation less than the regular price fixed by the contract that may seem to him just and reasonable under all the circumstances, which shall be a complete discharge of all liability on the part of the Government for such cards.

“PACKING.

“The cards must be banded in parcels of twenty-five (25), and packed in strong pasteboard or straw boxes bound on the corners and edges with cotton cloth, or of such other construction as shall be approved by the Postmaster General; each box to contain not less than five hundred (500) of the single cards, or two hundred and fifty (250) of the double or reply cards. When 2,000 cards or less are required to fill the order of a postmaster, the boxes shall be wrapped in one package, securely fastened, in strong manila paper, and sealed so as to safely bear transportation by mail; and when more than 2,000 cards are required, the pasteboard or straw boxes containing them must be packed in strong wooden cases well strapped with hoop iron; but no case shall contain more than 25,000 cards.

“The cases shall be addressed by the contractor under the direction of an agent of the Department. The labels for packages are to be prepared by the agent, but attached by the contractor. The cotton cloth required, as above, to be put on the corners and edges of boxes, may be omitted when the cards are to be shipped in wooden cases. When, however, cards are required to be sent to any of the Department's distributing subagencies, they shall all be put up in wooden cases of such sizes, and containing such proportions of wrapped packages, and with such cloth-bound boxes, as may be indicated by the Department when the orders for the cards are given.

“Whenever required by the Department, cards shall be delivered in sheets—no order, however, to be for less than 10,000 cards; and in every such case the contractor shall put them up in suitable wooden cases without extra cost to the Department.

“All address labels and other official blanks required for use in the fulfillment of the contract, will be furnished by the Department.

“STOCK ON HAND AT EXPIRATION OF CONTRACT.

“The Department will, upon satisfactory inspection, accept and pay for, at the regular contract prices, the stock of postal cards that may remain on hand at the close of the contract term; and the contractor may be required, at the discretion of the Postmaster-General, to continue the issue of such cards until they shall be exhausted, subject to all the conditions prevailing while the contract is in force; but provided that such stock shall not exceed the average supply for a period of one month. Any surplus over that quantity may be destroyed at the discretion of the Postmaster-General, without compensation therefor to the contractor. The right is also reserved to the Postmaster-General to authorize the issue by the present contractor of such cards as may remain in his hands at the close of his contract term (November 30, 1897), and the new contractor shall not be entitled to compensation for damages on account of such issues.

“DELIVERY.

“The contractor must be ready to commence the delivery of the cards on the first day of December, 1897, when the contract term begins; and thereafter they must be promptly furnished and delivered, complete in all respects, in such quantities as may be required to fill the daily orders of the Department. The cards may be required to be delivered in separate packages, as above provided for, at the post-office or the agency at the place where they are manufactured, or at the nearest adjacent large post-office with adequate facilities for handling and mailing them, or into a railway post-office or freight car on a railroad, in the discretion of the Postmaster-General.

“REPORTS.

“The contractor will be required to report weekly, or at other stated periods, under oath, and in such manner and form as may be prescribed by the Postmaster-General, the number and kind of cards manufactured (finished, unfinished, and spoiled), the number issued, and the number available for issue.

“SCOPE OF BIDS—AWARD.

“Bids must be made upon the blank form, copy of which is hereto annexed. The contract will be awarded as a whole, for both sizes of single cards, and for the double cards, as hereinbefore described, and every bidder should therefore include them all in his proposal.

"But the Postmaster-General may make the award upon a proposal comprehending paper of a sample to be submitted by the bidder—the arrangement in the blank form of bid herewith, under the designations Proposals First and Second, being intended to give him this option.

"The prices bid will include the furnishing of paper and materials entering into the manufacture, packing, and delivery of the cards, and the doing of all other things required by these specifications.

"It is estimated that during the four years of the contract the following numbers of each kind of card will be issued; and for the purpose of determining the amount of the several proposals to be submitted, calculation will be made on these numbers at the prices bid, and the results aggregated, namely:

Number of single cards, large size, estimated for use during four years of contract (of which say 2,000,000 will be of the international kind).....	1, 800, 000, 000
Number of double, or reply, cards estimated for use during four years of contract (of which 25,000 will be of the international kind).....	20, 000, 000
Number of single cards, small size, estimated for use during four years of contract (for domestic mails only).....	250, 000, 000

"These figures are not intended to show the number or the proportion of cards to be actually required. It is to be distinctly understood that the contractor must furnish as many cards of the several kinds described as the Department shall call for during the period of the contract, whether more or less than is shown by the above estimates.

"To give bidders additional information as to the number of cards that may be called for, the following statement is made, showing the number of the several kinds now in use issued during the year ending June 30, 1897:

Single cards, domestic	517, 700, 500
" international	433, 250
Double cards, domestic	5, 477, 500
" international.....	7, 000

"PROPOSALS—AGREEMENT—BOND.

"Each proposal must be signed by the individual or partnership making it, and when made by a partnership the name of each partner thereof must be disclosed; and it must be accompanied with a guaranty, signed by at least two responsible guarantors, that the bidder shall, within ten days after being called upon to do so, execute a contract, with at least two good and sufficient sureties of the character and to be certified as hereinafter required, to furnish promptly, and in quantities as ordered, the article or articles to be furnished by him, and faithfully and diligently to keep, perform, and abide by each and every of the requirements, provisions, and terms of such contract, and these specifications to be thereto annexed, the responsibility and sufficiency of the signers to such guaranty to be certified to by the postmaster or United States attorney where the bidder resides; and by such contract the contractor and his sureties shall covenant and agree that in case the said contractor shall fail to do or perform all or any of the covenants, stipulations, and agreements of said contract on the part of the said contractor to be performed, as therein set forth, the said contractor and his sureties shall forfeit and pay to the United States of America the sum of one hundred thousand dollars, for which forfeiture the said contractor and his sureties shall be jointly and severally liable, as fixed, settled, and liquidated damages, and not as a penalty, to be sued for in the name of the United States. Such sureties shall justify their responsibility by affidavit, showing that they altogether own and possess property of the clear value in the aggregate of \$200,000 over and above all debts and liabilities and all property by law exempt from execution, to be sworn to before a district or circuit judge of the United States, and to be approved by him.

"If the bidder to whom the first award may be made should fail to enter into contract, as herein provided, then the award may be annulled and the contract let to the next lowest responsible bidder, if not deemed too high by the Postmaster-General, and so on until the required contract is executed; and such next lowest bidder shall be required to fulfill every stipulation embraced herein as if he were the original party to whom the contract was awarded.

"The contract will also provide that if at any time during its continuance the sureties, or either of them, shall die or become irresponsible, the Postmaster-General shall have the right to require additional and sufficient sureties, which the contractor shall furnish to the acceptance of the Postmaster-General within ten days after notice, and in default thereof the contract may be annulled.

"RESERVATIONS.

"The Postmaster-General reserves the right to reject any or all bids if, in his judgment, the interest of the Government shall require it; also the right to annul the contract when made if, in his opinion, there shall be a failure to perform faithfully any of its stipulations, or in case of a willful attempt to impose upon the Department cards inferior to those required.

"PAYMENTS.

"Payments for cards actually issued and delivered will be made monthly, after proper examination and adjustment of accounts."

"Payments may be withheld by the Postmaster-General if it shall appear to his satisfaction that the contract has not been complied with in any particular.

"CONTRACT NOT ASSIGNABLE.

"The contract can not in any case be lawfully transferred or assigned.

"EXTENSION.

"Should the interest of the Government require, the contract may be extended beyond the time named in the advertisement, not exceeding three months, by order of the Postmaster-General, and the contract prices and all conditions herein set forth shall govern in such extended contract.

"ADDRESS OF PROPOSALS.

"All proposals must be made on the blank form hereto annexed, securely enveloped and sealed, indorsed 'Proposals for furnishing postal cards,' and addressed to the Third Assistant Postmaster-General, Washington, D. C.

"JAMES A. GARY, *Postmaster-General*.

"POST OFFICE DEPARTMENT,
"Washington, D. C., July 8, 1897."

And whereas on the 18th day of August, 1897, between the hours of 12 m. and 1 p. m., upon the public opening and examination of the proposals submitted under said advertisement, it appeared that a proposal submitted by the said Albert Daggett was the lowest, his bid comprehending the single (large and small sizes) and double or reply postal cards as called for, made of paper according to a standard designated in the proposal and specifications as departmental sample;

And whereas the Postmaster-General, by an order dated September 13, 1897, decided to award the contract for furnishing the cards, under the said proposal, to the said Albert Daggett, the order being in the following words:

"Order No. 513:

"It is hereby ordered that the contract for furnishing the Post-Office Department with postal cards during the four years beginning December 1, 1897, be awarded to Albert Daggett, of Washington, D. C., on the terms and conditions comprehended in proposal 1st of the bid submitted by him under the advertisement and specifications of the Department of July 8, 1897, the kinds of cards and the prices thereof being as follows:

"For single cards, large size, $3\frac{1}{2}$ by $5\frac{1}{4}$ inches, to be made of paper according to the departmental sample, twenty-three and ninety-five one hundredths ($23\frac{95}{100}$) cents a thousand cards.

"For single cards, small size, $2\frac{1}{8}$ by $4\frac{1}{8}$ inches, to be made of paper according to the departmental sample, twenty (20) cents a thousand cards.

"For double or reply cards, $5\frac{1}{4}$ by $6\frac{1}{4}$ inches, to be made of paper according to the departmental sample, forty-seven (47) cents a thousand double cards.

"The paper of said cards to be manufactured at Piedmont, West Virginia, or such other place or places as may be designated by the Postmaster-General.

"JAS. A. GARY,
"Postmaster-General."

Now, therefore, in consideration of the premises, and of the stipulations herein-after set forth, the said Albert Daggett, contractor, and his surety, parties of the second part, do hereby jointly and severally undertake, covenant, and agree to and with the United States of America, and do bind themselves, in manner and to the effect following, that is to say:

First. That the said contractor shall furnish and deliver promptly, and in quantities as ordered, and subject to the approval of the Postmaster-General in all respects, all the postal cards, both single and double or reply, that the Post-Office Department may call for during four years beginning December 1, 1897.

Second. That the dimensions, weights, and colors of the cards shall be as follows: Single cards, large size, $3\frac{1}{4}$ by $5\frac{1}{4}$ inches; weight, 6 pounds 3 ounces a thousand cards; color, same as the sample hereto attached, designated Departmental sample.

Single cards, small size, $2\frac{1}{8}$ by $4\frac{1}{8}$ inches; weight, 5 pounds a thousand cards; color, same as the sample hereto attached, designated Departmental sample.

Double or reply cards, size $5\frac{1}{4}$ by $6\frac{1}{4}$ inches; weight, 12 pounds 6 ounces a thousand double cards; the color of such of the cards as are for use in the domestic mails (commonly known as domestic reply cards) will be that of Departmental sample, but for such as are for use in mails to foreign countries (usually known as international reply cards) the color will be pearl gray, such as is shown in the sample card hereto attached.

Third. That the paper from which the cards are to be made shall be clean and free from imperfections, run and calendered to a uniform weight and thickness, finished on both sides suitable for printing and for writing with ink and pencil, and equal in quality, tensile strength, weight, finish, and all other respects to the Department's standard, a sample of which, designated Departmental sample, is hereto attached, and, as provided by the aforesaid specifications, manufactured at Piedmont, West Virginia, at the mills of the West Virginia Paper Company, or at such other place or places as the Postmaster-General may designate; and that a resident agent or inspector of the Department shall at all times have full and free access for inspecting the manufacture of said paper from commencement to finish.

The right is reserved to the Postmaster-General to change the color of the paper of any of the cards at any time during the existence of the contract; but in any such change as he may see fit to make no more expensive color shall be selected than that in the contract standard, unless the contractor shall be compensated therefor; and if a less expensive color be selected, credit shall be taken by the Department in the settlement of accounts for the difference in cost. The Postmaster-General also reserves the right to increase or diminish the standard weight of any of the cards at any time during the contract term, upon the condition that he shall pay the contractor a proportionate increase or decrease of price, to be determined upon the actual cost to the contractor of the paper in use at the time of the change. All the paper furnished or used shall be subject, either before or after being printed, to the supervision and approval of the Postmaster-General, or his duly authorized agent. The amount of difference in cost involved by changes in the color or weight of the paper shall be determined by the Postmaster-General, and the allowance or deduction made at his discretion.

Fourth. That the single cards shall be surface printed on one side only, from hardened steel plates, and with ink of such quality and colors as may from time to time be approved by the Postmaster-General, the use of aniline inks, however, not being allowable; that the double or reply cards (of which there will be two designs, one for use in the domestic mails and the other for use in the international mails) shall be similarly printed, but on both sides of the paper, with a border, and also with a deeply indented dotted line, equidistant from the two sides of the card, similar to that shown in the specimen hereto attached, so as to assist users of the cards in folding them or in tearing them apart; that all the necessary working plates for printing the cards shall be furnished, kept in repair, and renewed at the cost of the contractor, but from dies and rolls furnished at the cost of the Government; that any expense which the Government may incur in furnishing plates or in renewing or repairing them, if such a thing should be found expedient, shall be charged to the contractor, and deducted in the settlement of accounts for cards furnished; that all such plates made or used at any time during the contract term shall immediately become the property of the United States, and shall be turned over to the Postmaster-General or his duly authorized agent whenever demanded; that should it become necessary or expedient, in the opinion of the Postmaster-General, to turn over to the contractor the dies and rolls for the preparation of working plates, he shall be held responsible for their safe custody and proper use, and shall return them whenever demanded by the Postmaster-General or his agent.

It is to be understood that a sufficient supply of working plates will be provided by the Department in time to properly begin work under the contract, which are, however, to be paid for by the contractor; also that the Postmaster-General reserves the right to change the design or designs of the cards at any time during the existence of the contract under the foregoing conditions; that the cards as they are manufactured shall be subject in every respect to the approval of the Postmaster-General or his duly authorized agent, and that his right of rejection shall be absolute and final; that all spoiled cards shall be destroyed by the agent of the Department in the presence of the contractor or his representative, or otherwise disposed of as the Postmaster-General may direct, and that payment will not be made for cards spoiled in the process of manufacture or rejected upon inspection.

Fifth. That the postal cards shall be manufactured in a strictly first-class building of such construction as to give security against loss by fire or theft, and in apart-

ments separate and distinct from those in which any other work is done; that the premises shall be fitted up with a fireproof safe or vault, to be specially provided for storing the finished cards; that the said building, apartments, and safe or vault shall be subject to the approval of the Postmaster-General or his duly authorized agent, and that special provision shall be made by the contractor for the safe-keeping on the premises of the cards while in course of preparation, under such regulations as may be prescribed by the Postmaster-General or his duly authorized agent, and subject to his approval.

Sixth. That the contractor shall furnish the resident agent of the Department and his clerks suitable and properly furnished office rooms, connected with the premises on which the cards are manufactured, for the transaction of the business of the agency, without cost to the Government; that he shall, if required by the Department, furnish, without charge, suitable and properly furnished rooms for the use of the post-office in registering and mailing packages of postal cards to be forwarded through the mails; that the apartments, safe, or vault, and rooms for manufacturing, storing, and registering cards shall be immediately connected with one another by communicating doors, all of which shall be constructed and fitted up to the satisfaction and with the approval of the Postmaster-General or his duly authorized agent, and that the contractor, his employés, and agents shall conform to such regulations as the Department may from time to time adopt for the security of the Government, which regulations may comprehend, if deemed expedient, the consignment by the contractor to the Department's agent of all paper to be used in the manufacture of cards, the count and issue of it by him to the contractor's employés as it shall be needed for printing, and a strict accountability for the paper so issued and its card product.

Seventh. That the contractor shall at all times keep on hand a stock of finished cards sufficient to promptly meet all orders of the Department, and to provide against any and all contingencies that may be likely to occur during the existence of the contract; that these cards shall be held subject to the control of the Postmaster-General or his duly authorized agent or agents, and that the Postmaster-General shall have the right to require the contractor, at any time during the existence of the contract, to provide an extra quantity of cards, not exceeding a supply for three months.

Eighth. That the cards shall be banded in parcels of twenty-five, and packed in strong pasteboard or straw boxes bound on the corners and edges with cotton cloth, or of such other construction as shall be approved by the Postmaster-General, each box to contain not less than five hundred of the single cards or two hundred and fifty of the double or reply cards; that when 2,000 cards or less are required to fill the order of a postmaster the boxes shall be wrapped in one package, securely fastened, in strong manila paper, and sealed so as to safely bear transportation by mail; that when more than 2,000 cards are required the pasteboard or straw boxes containing them shall be packed in strong wooden cases well strapped with hoop iron; that no case shall contain more than 25,000 cards; that the cases shall be addressed by the contractor under the direction of an agent of the Department; that the labels for packages, to be prepared by the agent, shall be attached by the contractor.

It is to be understood that the cotton cloth required, as above, to be put on the corners and edges of boxes may be omitted when the cards are to be shipped in wooden cases; but when cards are required to be sent to any of the Department's distributing subagencies they shall all be put up in wooden cases of such sizes, and containing such proportions of wrapped packages, and with such cloth-bound boxes, as may be indicated by the Department when the orders for the cards are given. It is also to be understood that whenever required by the Department cards shall be delivered in sheets—no order, however, to be for less than 10,000 cards—and that in every such case the contractor shall put them up in suitable wooden cases without extra cost to the Department; also that all address labels and other official blanks required for use in the fulfillment of the contract will be furnished by the Department.

Ninth. That the contractor shall be ready to begin the delivery of the cards on the 1st day of December, 1897, when the contract term begins; that thereafter they shall be promptly furnished and delivered, complete in all respects, in such quantities as may be required to fill the daily orders of the Department, and that the cards shall be delivered in separate packages, as above provided for, at the post-office or the agency at the place where they are manufactured, or at the nearest adjacent large post-office with adequate facilities for handling and mailing them, or in a railway post-office, in the discretion of the Postmaster-General—it being understood that in no event shall the Department become liable for arbitrary or separate transportation charges that may be incurred for the carriage of the cards from the place where they may be manufactured to the main line of railroad on which the railway post-office is being operated.

Tenth. That the contractor shall receive and store such of the two-cent international postal cards now belonging to the Government, and stored in the vault at the postal-card factory at Castleton, N. Y., as shall remain on hand when the contract term begins, and shall issue them as required, without cost to the Government for wrapping, packing, and handling.

Eleventh. That the contractor shall report weekly, or at other stated periods, under oath, and in such manner and form as may be prescribed by the Postmaster-General, the number and kind of cards manufactured (finished, unfinished, and spoiled), the number issued, and the number available for issue.

And the said party of the first part hereby contracts and agrees:

First. To pay the said contractor for the postal cards manufactured and delivered in pursuance of this contract at the following rates:

For single cards (large size), $3\frac{1}{2}$ by $5\frac{1}{2}$ inches, twenty-three and ninety-five hundredths cents (23.95) a thousand cards. For the single card (small size), $2\frac{1}{4}$ by $4\frac{1}{4}$ inches, twenty (20) cents per one thousand cards.

For double or reply cards, $5\frac{1}{2}$ by $6\frac{1}{2}$ inches, forty-seven (47) cents a thousand cards. And payments at these prices shall be full compensation for everything required to be done or furnished, as herein set forth; payments to be made monthly after proper examination and verification of accounts.

Second. To deliver to the contractor a sufficient supply of working plates for printing the cards in time to properly begin work under this contract, the said plates to be paid for by the contractor, as hereinbefore specified.

It is further stipulated by and between the contracting parties as follows:

1. That a resident agent and inspector of the Department shall have supervision of the manufacture, storage, and issue of the cards, and that he shall at all times have full and free access to the apartments and vaults where they are manufactured and stored for the purpose of inspecting them.

2. That the Postmaster-General shall have the right to cause inspection to be made at any time, by any agent or agents whom he may specially designate for the purpose, of the rooms, apartments, and vaults used for the manufacture and storage of cards, and of the cards in course of manufacture or in stock.

3. That the Postmaster-General reserves the right to impose a fine upon the contractor, in such sum as he may deem proper, to be deducted in the settlement of accounts, for the failure to have on hand at any time a sufficient supply of cards with which to promptly meet all just requirements of the Department; also, the right to fine the contractor, in the same way, for errors made in the count of cards, whereby either a greater or less number, or a greater or less value, of cards is issued than called for on the orders of the Department. And in the event that the exigencies of the public service shall require the acceptance by the Department of any cards which, in the opinion of the Postmaster-General or of his duly authorized agent, are inferior in any respect to the requirements of the contract, the right is reserved to the Postmaster-General absolutely to fix the price thereof and to pay for such inferior cards any compensation less than the regular price fixed by the contract that may seem to him just and reasonable under all the circumstances, which shall be a complete discharge of all liability on the part of the Government for such cards.

4. That the Department will, upon satisfactory inspection, accept and pay for, at the regular contract prices, the stock of postal cards that may remain on hand at the close of the contract term; and the contractor may be required, at the discretion of the Postmaster-General, to continue the issue of such cards until they shall be exhausted, subject to all the conditions prevailing while the contract is in force; but provided that such stock shall not exceed the average supply for the period of one month, and any surplus over that quantity may be destroyed, at the discretion of the Postmaster-General, without compensation therefor to the contractor. The right is also reserved to the Postmaster-General to authorize the issue by the present contractor of such cards as may remain in his hands at the close of his contract term (November 30, 1897), and the new contractor shall not be entitled to compensation for damages on account of such issues.

5. That if at any time during the continuance of this contract the surety shall become irresponsible, the Postmaster-General shall have the right to require additional and sufficient sureties, which the contractor shall furnish to the acceptance of the Postmaster-General within ten days after notice; and in default thereof the contract may be annulled.

6. That payments for cards furnished may be withheld by the Postmaster-General if it shall appear to his satisfaction that this contract has not been complied with in any particular.

7. That in case of failure of the contractor to furnish promptly and in quantities as ordered the postal cards to be furnished under this contract, and faithfully and diligently to keep, perform, and abide by each and every of its requirements, provisions, and terms, and of the specifications hereto annexed and made part hereof, the said contractor and his surety shall forfeit and pay to the United States of America the sum of one hundred thousand dollars, for which said forfeiture the said contractor and his surety shall be jointly and severally liable, as fixed, settled, and

liquidated damages, and not as a penalty to be sued for in the name of the United States.

8. That in addition to the forfeiture covenanted and agreed to in the foregoing paragraph, the Postmaster-General shall have the right to annul this contract if, in his opinion, there shall be a failure at any time to perform faithfully any of its stipulations, or in case of any attempt to impose upon the Department cards inferior to those required by the contract.

9. That this contract shall not in any case be transferred or assigned.

10. That should the interest of the Government require it, this contract may be extended beyond the time hereinbefore provided for its duration, not exceeding three months, by order of the Postmaster-General, and the contract prices and all conditions herein set forth shall govern in such extended contract.

11. That no Member of or Delegate to Congress shall be admitted to any share or part of this contract, as provided by sections 3739, 3740, and 3741 of the Revised Statutes of the United States; and each and all of the provisions in such sections shall be deemed a part of this contract.

And for the faithful performance of this contract, and each and every of its covenants, stipulations, and agreements on their part to be performed, the said parties of the second part do hereby bind themselves and each of them, their and his heirs, executors, and administrators and successors in office.

In witness whereof the said Postmaster-General has caused the seal of the Post-Office Department of the United States of America to be hereunto affixed, and has attested the same by his signature, and the said parties of the second part have hereunto set their hands and seals on and as of the day hereinbefore written.

[SEAL OF THE POST-OFFICE DEPARTMENT.]

JAMES A. GARY,
Postmaster-General.

Attest:

JOHN A. MERRITT,
Third Assistant Postmaster-General.

ALBERT DAGGETT. [SEAL.]

Attest:

MADISON DAVIS.

FIDELITY AND DEPOSIT COMPANY OF MARYLAND,
By EDWIN WARFIELD, President.

Attest:

H. E. BOSLER, Secretary. [SEAL OF COMPANY.]

ROBERT A. DOBBIN, Jr., } as to surety.
H. M. BULL, }

Approved as to form.

JAMES N. TYNER,
Assistant Attorney-General for the Post-Office Department.

Statement of the financial condition of the Fidelity and Deposit Company of Maryland at the close of business April 30, 1897.

RESOURCES.

	Par value.	Market value.
Real estate (Fidelity Building).....		\$508,726.00
Baltimore City stock, $\frac{3}{4}$ per cent, 1928, 1930, 1940, 1945.....	\$501,800	529,116.00
Baltimore City stock, 6 per cent, 1900.....	48,000	51,120.00
State of Maryland Insane Asylum bonds, $\frac{3}{4}$ per cent loan.....	100,000	103,000.00
State of Georgia $\frac{4}{4}$ per cent bonds, 1911, 1912, 1916.....	125,000	140,468.75
State of Tennessee 3 per cent bonds.....	30,000	26,400.00
City of Buffalo (N. Y.) $\frac{3}{4}$ per cent bonds.....	50,000	51,750.00
City of Westminster (Md.) $\frac{4}{4}$ per cent bonds.....	25,000	25,000.00
City of Frederick (Md.) $\frac{4}{4}$ per cent bonds.....	37,500	28,180.00
City of Petersburg (Va.) 5 per cent bonds.....	25,000	26,750.00
City of Richmond (Va.) $\frac{4}{4}$ per cent bonds.....	25,000	25,000.00
Lucas County (Ohio) Court-House $\frac{4}{4}$ per cent bonds.....	30,000	30,000.00
Baltimore Traction Co. bonds (N. B. Division), 1st 5's.....	100,000	110,680.00
City and Suburban Ry. Co. of Baltimore bonds, 1st 5's.....	48,000	52,800.00
Lake Roland Elevated 1st 5 per cent bonds, guaranteed by C. and S. Ry. Co.....	35,000	37,750.25
Virginia Midland R. R. Co. 6 per cent bonds.....	41,000	47,240.00
Wilmington and Weldon R. R. Co. 5 per cent bonds.....	50,000	59,125.00
Charlotte, Columbia and Augusta R. R. Co. bonds.....	25,000	26,500.00
Petersburg R. R. Co., class B, 6 per cent bonds.....	10,000	11,300.00
Georgia Pacific R. R. Co. 6 per cent bonds.....	17,000	12,100.00
Raleigh and Gaston R. R. Co. 5 per cent bonds.....	30,000	30,000.00
Consolidated Gas Co. of Baltimore 5 per cent bonds.....	50,000	52,750.00
Chesapeake Gas Co. of Baltimore 6 per cent bonds.....	14,000	14,700.00
Agents' debit balances, less commissions.....		104,800.35
Premiums in course of collection (home office).....		6,638.99
Cash in office and banks.....		101,997.18
Total		2,801,299.12

LIABILITIES.

Capital stock (paid in).....	\$1,000,000.00
Surplus.....	750,000.00
Premium reserve requirement.....	366,627.55
Claims adjusted (check out).....	679.89
Claims in process of adjustment.....	2,443.34
Claims reported, but proof not filed, etc.....	27,840.82
Undivided profits.....	153,608.03
Total.....	2,301,299.12

STATE OF MARYLAND, *Baltimore City, act:*

I, Herman E. Bosler, treasurer of the Fidelity and Deposit Company of Maryland, do hereby certify that the foregoing is a true statement of the assets and liabilities of said company as of April 30th, 1897, taken from the books and records of said company.

In testimony whereof I hereunto subscribe my name and affix the seal of said company this 17th day of Sept., A. D. 1897.

[SEAL OF CO.]

H. E. BOSLER, *Treasurer.*

STATE OF MARYLAND, *City of Baltimore, ss:*

On this 17th day of Sept., A. D. 1897, before the subscriber, a notary public of the State of Maryland in and for the city of Baltimore, duly commissioned and qualified, came Edwin Warfield, president, and Herman E. Bosler, treasurer, of the Fidelity and Deposit Company of Maryland, to me personally known and being by me duly sworn, severally and each for himself, depose and saith that they are the said officers of the company aforesaid, and that the seal affixed to the preceding instrument is the corporate seal of said company, and that the foregoing is a true statement of the assets and liabilities of said company at the close of business April 30th, 1897, taken from the books and records of said company; and that said company has not, since said 30th day of April, 1897, sustained any losses affecting its financial condition.

In testimony whereof I have hereunto set my hand and affixed my official seal, at the city of Baltimore, this 17th day of Sept., 1897.

[NOTARIAL SEAL.]

FRED S. AXTELL, *Notary Public.*

NO. 20.—*Contract for furnishing registered-package, tag, official, and dead-letter envelopes during the year beginning July 1, 1897.*

This contract, made this 28th day of June, 1897, and executed in quadruplicate, between the United States of America, acting by James A. Gary, Postmaster-General, of the first part, and the Plimpton Manufacturing Company (a corporation duly created, organized, and doing business under and by virtue of the laws of the State of Connecticut), by L. B. Plimpton, its president, and the Morgan Envelope Company (a corporation duly created, organized, and doing business under and by virtue of the laws of the State of Massachusetts), by Elisha Morgan, its president, as principals (said corporations being jointly engaged in the manufacture of envelopes), and M. S. Chapman, of Hartford, Conn., and Robert W. Day, of Springfield, Mass., as sureties, of the second part, witnesseth:

Whereas the Postmaster-General, in compliance with law, caused an advertisement, bearing date the 5th day of April, 1897, to be published in certain newspapers in the United States, inviting proposals for furnishing, in accordance with specifications prepared under his directions, such registered-package, tag, official, and dead-letter envelopes as might be ordered for the use of the Department, postmasters, and the postal service during the year beginning on the 1st day of July, 1897, a printed copy of which advertisement, with the specifications therein referred to, is annexed and made part hereof, as follows:

"PROPOSALS FOR FURNISHING REGISTERED-PACKAGE, TAG, OFFICIAL, AND DEAD-LETTER ENVELOPES.

"ADVERTISEMENT.

"POST-OFFICE DEPARTMENT,
"Washington, D. C., April 5, 1897.

"Sealed proposals are invited and will be received at this Department until 2 p. m. on Thursday, the 6th of May, 1897, for furnishing such registered-package, tag, official, and dead-letter envelopes as may be ordered for the use of the Department, postmasters, and the postal service during a period of one year, beginning on the 1st day of July, 1897.

"Proposals must be made on the blank forms provided by the Department, securely enveloped and sealed, indorsed 'Proposals for furnishing registered-package, tag, official, and dead-letter envelopes,' and addressed to the Third Assistant Postmaster-General, Washington, D. C. Bids delivered in person must be handed in at or before the hour above specified for the receipt thereof; otherwise they will not be considered. "Blank forms of proposal, with full specifications and samples of the envelopes, will be furnished upon application to the Third Assistant Postmaster-General.

"JAS. A. GARY,
"Postmaster-General.

'Specifications for furnishing registered-package, tag, official, and dead-letter envelopes.

"DESIGNATIONS AND SIZES OF ENVELOPES.

"The designations and sizes of the envelopes referred to in the foregoing advertisement are as follows:

- 1.—3 $\frac{1}{4}$ by 5 $\frac{1}{2}$ inches.
- 2.—3 $\frac{1}{4}$ by 6 $\frac{1}{4}$ inches.
- 3.—3 $\frac{1}{4}$ by 8 $\frac{1}{4}$ inches.
- 4.—4 $\frac{1}{4}$ by 6 $\frac{1}{4}$ inches.
- 5.—4 $\frac{1}{4}$ by 9 $\frac{1}{4}$ inches.
- 6.—4 $\frac{3}{4}$ by 9 $\frac{3}{4}$ inches.
- 7.—5 by 10 $\frac{1}{4}$ inches (for registered packages).
- 8.—6 $\frac{1}{4}$ by 11 $\frac{1}{4}$ inches (for large registered packages).
- 9.—3 $\frac{1}{4}$ by 5 $\frac{1}{4}$ inches (tag envelopes).
- 10.—5 $\frac{1}{4}$ by 7 $\frac{1}{4}$ inches.
- 11.—6 by 9 inches.
- 12.—6 $\frac{1}{4}$ by 10 $\frac{1}{4}$ inches.
- 13.—7 $\frac{1}{4}$ by 10 inches.
- 14.—7 $\frac{1}{4}$ by 11 inches.
- 15.—9 by 13 $\frac{1}{4}$ inches.
- 16.—12 by 15 inches.

"Sizes may be slightly larger than called for above, but no smaller.

"COMPOSITION AND QUALITY OF PAPER.

"The paper from which envelopes 1, 2, 3, and 4 are manufactured must be composed in the proportion of 95 per cent of jute butts and 5 per cent of South Carolina clay (excluding all other material except the necessary coloring matter), and must weigh 34 $\frac{1}{4}$ pounds per ream of 500 sheets, measuring 22 $\frac{1}{4}$ by 30 inches, or in that proportion. In the process of manufacture the jute butts must be washed six hours in the washing engines and beaten nine hours in the beating engines, and the stock passed through a Jordan engine. The paper must be rosin-sized in the engine and made on a Fourdrinier machine. It must also be well calendered and finished, and the same in color, quality, tensile strength, and in all other respects, as the paper in the sample envelopes furnished to bidders, and to be made a part of the contract.

"The paper from which envelopes 5, 6, 7, 8, 10, 11, 12, 13, 14, 15, and 16 are manufactured must be composed in the proportion of 30 per cent of No. 1 rope manila, 30 per cent of No. 2 rope (consisting of about equal parts of manila, hemp, and sisal), 30 per cent of jute butts, and 10 per cent of South Carolina clay (excluding all other material except the necessary coloring matter), and must weigh 47 pounds per ream of 500 sheets, measuring 22 $\frac{1}{4}$ by 30 inches, or in that proportion. In the process of manufacture the rope and jute butts must be washed six hours in the washing engines and beaten nine hours in the beating engines, and the ingredients passed through a Jordan engine. The paper must be rosin-sized in the engine, and made on a Fourdrinier machine. It must be well calendered and finished, and the same in color, quality, tensile strength, and in all other respects, as the sample envelopes furnished to bidders, and to be made a part of the contract. A portion of the No. 6 envelopes—probably not over 25,000 in all, but as many more or less as may be needed—must be made of dark blue paper (not different in quality, however, from the other envelopes of that size), similar to the specimen included in the samples furnished to bidders. These blue envelopes are known as letter-bill envelopes, and are used in the transmission of foreign mails under the terms of the Postal Union Convention. They are to be furnished the same as other envelopes as they may from time to time be called for.

"The paper from which the tag envelopes for registered packages (9) are to be

manufactured must be composed wholly of jute butts (except the necessary coloring matter), and must weigh 90 lbs. per ream of 500 sheets, measuring 22½ by 30 inches, or in that proportion. In the process of manufacture the jute must be washed four hours in the washing engines and beaten five hours in the beating engines, and passed through a Jordan engine. The paper must be rosin-sized in the engine. It must be well calendered and finished, and the same in color, quality, tensile strength, and all other respects, as the sample envelopes furnished to bidders, and to be made a part of the contract.

"All or any of the different papers used may be required to be watermarked with such designs as may be approved by the Postmaster-General. All paper furnished or used shall be subject to the supervision and approval of the Postmaster-General or his authorized agent before and after being manufactured into envelopes.

"The Postmaster-General shall have the right to cause inspection to be made, when and in such manner as he may desire it, of the process of manufacturing the paper in all its several stages, and of stationing an agent, for the purpose of inspection, at the mill or mills where the paper is made; in which latter case the contractor will be required to furnish such agent with a properly furnished room in the mill without charge, and give him every needful facility for carrying out his duty.

"Watermarked paper for any of the envelopes that may be spoiled in process of manufacture, or condemned as unfit for use, shall not be used or sold by the contractor in its manufactured state, but shall be reduced to pulp or otherwise destroyed, without cost to the Government.

"Such spoiled or rejected paper shall not be made over for use in registered-package or official envelopes.

"STYLE OF MANUFACTURE.

"The envelopes must be made in the most thorough and workmanlike manner, after the styles and of the cuts shown by the samples furnished to bidders; the joints to be well and securely fastened, and with such quality of gum, free from offensive odor, as will secure perfect and permanent adhesion of the paper, and the flaps to be thoroughly gummed with the same or other equally suitable material. In making the registered package envelopes (7 and 8), however, the best quality of fish glue must be used in securing the adhesion of the paper, and on the flaps. The envelopes shall be in all respects subject to the approval of the Postmaster-General or his duly authorized agent; and his right of rejection shall be absolute and final.

"Should the contractor, in the performance of work under the contract, make unauthorized use of any machinery or material or other thing on which a patent has been granted by the United States, the Government is to be made free of all liability for such infringement.

"PRINTING.

"The envelopes must bear such printing as the Postmaster-General may direct, and the registered package and tag envelopes (7, 8, and 9) will be required to be printed in vermilion or some other approved brilliant color, equal to that on the samples. All of the other envelopes must have printed on them the name of the Department, the words 'Official Business,' and the penalty provided by law for their misuse, besides such other printing as the Postmaster-General may at any time direct. When ordered in separate quantities of 500 of envelope 2, or of 250 of envelopes 1, 4, 5, and 6, or of 100 of envelopes 3 and 12, or in larger quantities, for the use of postmasters, they will, in addition to the foregoing printing, bear also the name of the post-office for whose use they are intended; when ordered in less quantities they will bear, in addition to the other printing, the words 'Post-office at,' with a blank space for the name of the post-office to be written in. The printing on the samples is intended to show in a general way some of the forms that will be required.

"PACKING, ETC.

"The envelopes must be banded in parcels of twenty-five, packed in strong paste-board or straw boxes (not inferior to No. 50 unlined Western strawboards), securely bound with linen or cotton cloth on the corners and edges, and of such weight, quality, and construction as shall be approved by the Postmaster-General; and when intended to be sent direct to postmasters, each box shall contain not less than 100 of envelopes 3, 7, 8, 9, and 12, and not less than 250 of envelopes 1, 2, 4, 5, and 6, or larger quantities as may be ordered for the principal post-offices; the boxes, when sent in lots not requiring wooden cases, to be well and securely wrapped in strong manila paper and properly sealed, so as to bear safe transportation by mail. But when required to be sent to the Post-Office Department, each box may contain not less than 500 of any one size and style of printing.

"When 4,000 or more envelopes of the 1, 2, 3, and 4 kinds, and 2,000 or more of the other kinds, are required to fill the order of a postmaster, or when larger lots of any kind are ordered to be sent to the Department, they must be packed in strong wooden cases and properly addressed; no case shall contain more than 25,000 of envelopes 1, 2, 3, and 4, nor more than 10,000 of the other sizes, but when less than 4,000 are required to be sent to a postmaster, a proper label of direction must be placed on each package, all of which shall be done and furnished by the contractor without additional charge.

"The sizes designated as 1, 3, 4, 5, 6, 7, 8, and 9 are used mainly by postmasters, and envelopes 2, 10, 11, 12, 13, 14, 15, and 16 mainly in the Post-Office Department; but the right is reserved to order any or all of the different sizes for use of the Post-Office Department, of postmasters, and of postal officers generally.

"STOCK ON HAND.

"The contractor shall at all times keep on hand a stock of the several kinds of envelopes sufficient to promptly meet all orders of the Department, and to provide against any and all contingencies that may be likely to occur during the existence of the contract—such stock to be never less than an average ten days' supply; and said envelopes shall be held subject to the control of the Postmaster-General or his duly authorized agent or agents; and the Postmaster-General shall have the right to require the contractor, at any time during the existence of the contract, to provide an extra quantity of envelopes, not exceeding a supply for three months.

"The Postmaster-General reserves the right to impose a fine upon the contractor, in such sum as he may deem proper, to be deducted in the settlement of accounts, for the failure to have on hand at any time a sufficient supply of envelopes with which to promptly meet all just requirements of the Department.

"In the event that the exigencies of the public service shall require the acceptance by the Department of any envelopes which, in the opinion of the Postmaster-General or his duly authorized agent, are inferior in any respect to the requirements of the contract, the right is reserved to the Postmaster-General absolutely to fix the price thereof, and to pay for such inferior envelopes any compensation less than the regular price fixed by the contract that may seem to him just and reasonable under all the circumstances, which shall be a complete discharge of all liability on the part of the Government for such envelopes.

"On failure to promptly furnish any article or articles specified in the contract, the Postmaster-General reserves the right to purchase such article or articles in the open market; and if a greater price be paid than that prescribed by the contract for like articles, the difference shall be charged to the contractor. Failure to furnish any articles within a reasonable time after they shall have been ordered, may be regarded by the Postmaster-General as a sufficient cause for the annulment of the contract.

"AGENT—OFFICE ROOMS—INSPECTION.

"An agent of the Department will have supervision of the manufacture, storage, and issue of the envelopes, and he shall at all times have full and free access to the apartments where they (or anything entering into their construction) are manufactured and stored, for the purpose of inspecting the same.

"The contractor shall furnish the resident agent of the Department and his clerks suitable and properly furnished office rooms connected with the premises on which the envelopes are made, for the transaction of the business of the agency, without cost to the Government; also a properly furnished room for the use of the post-office in mailing the envelopes, if that should be required by the Postmaster-General.

"The contractor, his employees and agents, shall conform to such regulations as the Department may from time to time adopt for the security of the Government in any respect.

"DELIVERY.

"The contractor must be ready to commence the delivery of the envelopes on the first day of July, 1897, when the contract term begins; and thereafter they must be promptly furnished and delivered, complete in all respects, in such quantities as may be required to fill the orders of the Department. The envelopes may be required to be delivered in separate packages, as above provided for, at the post-office or at the agency at the place where they are manufactured, or at the nearest adjacent large post office with adequate facilities for handling and mailing them, or at a railway post office, or at the Post-Office Department at Washington, D. C., in the discretion of the Postmaster-General; or deliveries may be required to be made at any of the places mentioned, and also at the Post-Office Department at Washington, D. C., as may be directed by the Postmaster-General.

"STOCK ON HAND AT EXPIRATION OF CONTRACT.

"The Department will, after satisfactory inspection, accept and pay for, at the regular contract prices, the stock of envelopes that may remain on hand at the close of the contract term; and the contractor may be required, at the discretion of the Postmaster-General, to continue the issue of such envelopes until they shall be exhausted, subject to all conditions of the contract; but provided that such stock shall not exceed in quantity the average requirements of the Department for a period of fifteen days. Any surplus over that quantity may be destroyed, at the discretion of the Postmaster-General, without compensation therefor. The right is also reserved to the Postmaster-General to authorize the issue by the present contractors of such envelopes as may remain in their hands at the close of their contract, and the new contractor shall not be entitled to damages on account of such issue.

"AWARD.

"The contract will be awarded on the basis of the probable number of each of the several kinds of envelopes to be required, as shown by the issues in round numbers for the year ending February 28, 1897, as follows:

1.....	34,600,000	9.....	1,147,000
2.....	3,567,000	10 (estimated).....	1,000
3.....	14,249,000	11.....	12,000
4.....	422,000	12.....	176,000
5.....	1,552,000	13.....	74,000
6.....	3,522,000	14.....	9,000
7.....	12,626,000	15.....	45,000
8.....	899,000	16.....	7,000

"(Of the No. 6 envelopes furnished, 40,000 were of blue paper, and known as letter-bill envelopes.)

"Bids should be made separately for each item in the foregoing list, the bidders stating in their proposals the price per thousand envelopes, including everything to be done or furnished, as set forth in these specifications; and the contract will be awarded as a whole to the lowest responsible bidder in the aggregate, the amount of a bid to be ascertained by extending the above issues at the prices bid, respectively, and then aggregating the amounts of the several items.

"It must be understood, however, that the proposals made under the advertisement and these specifications shall impose the obligation to furnish at the prices bid all the envelopes ordered by the Department during the contract term, without reference to the numbers above stated, subject to the provision as to those on hand at the termination of the present contract.

"Each bid must include all the different items above designated.

"Preliminary to an award, the bidder may be required to demonstrate to the satisfaction of the Postmaster-General, within ten days from the date of notice given him to do so, that he either has in his possession, or is able to procure within a reasonable period, all suitable and necessary facilities with which to properly commence and carry on the contract. If the Postmaster-General shall be satisfied of the inability of a bidder to perform the contract in accordance with the requirements set forth in the specifications, he may in his discretion decline to accept the bid without notice.

"The design of the two sizes of registered package envelopes—7 and 8—is patented; but the right to use it has been assigned, without limitation, to the United States. The contractor will, therefore, not be required to pay any royalty on envelopes manufactured according to this design.

"PROPOSALS—AGREEMENT—BOND.

"Each proposal must be signed by the person, partnership, or corporation making it, and when made by a partnership the name of each partner thereof must be disclosed; and if the proposal be made by a corporation, the Department must be informed of its name, place of business, object of organization and business, and the names of the officers authorized to bind it by contract; and it must be accompanied with a guaranty, signed by at least two responsible guarantors, and based upon a penalty of ten thousand dollars, that the bidder shall, within ten days after being called upon to do so, execute a contract with at least two good and sufficient sureties, to be certified as hereinafter required, to furnish promptly, and in quantities as ordered, the article or articles to be furnished by him, and faithfully and diligently to keep, perform, and abide by each and every of the requirements, provisions, and terms of such contract, and these specifications to be thereto annexed, the

responsibility and sufficiency of the signers to such guaranty to be certified to by a United States circuit or district judge, or by the United States district attorney for the district, or by the postmaster of the city or town in which the bidder resides; and by such contract the contractor and his sureties shall covenant and agree that in case the said contractor shall fail to do or perform all or any of the covenants, stipulations, and agreements of said contract on the part of the said contractor to be performed, as therein set forth, the said contractor and his sureties shall forfeit and pay to the United States of America the sum of twenty thousand dollars, for which full and absolute sum the said contractor and his sureties shall be jointly and severally liable, as fixed, settled, and liquidated damages, and not as a penalty, to be sued for in the name of the United States. Such sureties shall justify their responsibility by affidavit, showing that they severally own and possess property of the clear value in the aggregate of \$40,000 over and above all debts and liabilities and all property by law exempt from execution, to be sworn to before a district or circuit judge of the United States, and to be approved by him.

"If the bidder to whom the first award may be made should fail to enter into a contract, as herein provided, then the award may be annulled, and the contract let to the next lowest bidder under these specifications, and so on until the required contract is executed; and such next accepted bidder shall be required to fulfill every stipulation embraced herein as if he were the original party to whom the contract was awarded.

"The contract will also provide that if at any time during its continuance the sureties, or either of them, shall die or become irresponsible, the Postmaster-General shall have the right to require additional and sufficient sureties, which the contractor shall furnish to the acceptance of the Postmaster-General within ten days after notice; and in default thereof, the contract may be annulled.

"The contract may be required to be executed in quadruplicate.

"RESERVATIONS.

"The Postmaster-General reserves the right to reject any and all bids if, in his judgment, the interest of the Government shall require it; also the right to annul the contract if, in his opinion, there shall be a failure at any time to perform faithfully any of its stipulations, or in case of any imposition or attempt at imposition upon the Department of envelopes inferior to those required by the contract.

"PAYMENTS.

"Payments for envelopes actually issued and delivered to postmasters will be made monthly, after proper examination and verification of accounts, and promptly upon the fulfillment of orders for envelopes sent to the Post-Office Department. Accounts shall be kept and rendered in such manner and form as the Postmaster-General may prescribe.

"Payments may be withheld by the Postmaster-General if it shall appear to his satisfaction that the contract has not been complied with in any particular.

"CONTRACT NOT ASSIGNABLE.

"The contract shall not in any case be transferred or assigned.

"EXTENSION.

"Should the interest of the Government require, the contract may be extended beyond the time named, not exceeding three months, by order of the Postmaster-General, and the contract prices and all conditions herein set forth shall govern in such extended contract.

"BLANK FORMS—SAMPLES—ADDRESS OF PROPOSALS.

"Blank forms for bids, with samples attached, showing sizes, style of manufacture, and quality of the paper, will be furnished upon application; and all proposals must be made upon these blank forms, securely enveloped and sealed, marked on the envelope 'Proposals for registered-package, tag, official, and dead-letter envelopes,' and addressed to the Third Assistant Postmaster-General, Washington, D. C.

"JAS. A. GARY,
"Postmaster-General.

"POST-OFFICE DEPARTMENT,
"Washington, D. C., April 5, 1897."

And whereas, in answer to said advertisement of April 5, 1897, but one proposal was received, being from the Plimpton Manufacturing Company and the Morgan

Envelope Company, of Hartford, Conn.—the amount of their bid, based upon the actual numbers of envelopes issued during the year ending February 28, 1897, being \$95,474.71;

And whereas the Postmaster-General, by an order dated the 15th day of June, 1897, awarded the contract for furnishing said envelopes to the said Plimpton Manufacturing Company and Morgan Envelope Company, which order is duly recorded in the official journal of the Post-Office Department, and numbered 367:

Now, therefore, in consideration of the premises and of the stipulations herein-after set forth, the said Plimpton Manufacturing Company and Morgan Envelope Company, contractors, and their sureties, parties of the second part, do hereby jointly and severally undertake, covenant, and agree to and with the United States of America, and do bind themselves in the manner following, to wit:

First. That the said contractors shall furnish and deliver promptly and in quantities as ordered, and subject to the approval of the Postmaster-General, all the registered-package, tag, official, and dead-letter envelopes of the sizes and kinds described in the foregoing specifications that they may be called upon to furnish during the year beginning on the 1st day of July, 1897.

Second. That the paper for these several kinds of envelopes shall be made of the materials, in the manner, and according to the conditions following, that is to say:

The paper from which envelopes 1, 2, 3, and 4 are manufactured must be composed in the proportion of 95 per cent of jute butts and 5 per cent of South Carolina clay (excluding all other material except the necessary coloring matter), and must weigh 34½ pounds per ream of 500 sheets, measuring 22½ by 30 inches, or in that proportion. In the process of manufacture the jute butts must be washed six hours in the washing engines and beaten nine hours in the beating engines, and the stock passed through a Jordan engine. The paper must be rosin-sized in the engine, and made on a Fourdrinier machine. It must also be well calendered and finished, and the same in color, quality, tensile strength, and in all other respects as the sample envelopes hereto attached and made part of this contract.

The paper from which envelopes 5, 6, 7, 8, 10, 11, 12, 13, 14, 15, and 16 are manufactured must be composed in the proportion of 30 per cent of No. 1 rope manila, 30 per cent of No. 2 rope (consisting of about equal parts of manila, hemp, and sisal), 30 per cent of jute butts, and 10 per cent of South Carolina clay (excluding all other material except the necessary coloring matter), and must weigh 47 pounds per ream of 500 sheets, measuring 22½ by 30 inches, or in that proportion. In the process of manufacture the rope and jute butts must be washed six hours in the washing engines and beaten nine hours in the beating engines, and the ingredients passed through a Jordan engine. The paper must be rosin-sized in the engine, and made on a Fourdrinier machine. It must be well calendered and finished, and the same in color, quality, tensile strength, and all other respects as the sample envelopes hereto attached and made part of the contract. A portion of the No. 6 envelopes—probably not over 25,000 in all, but as many, more or less, as may be needed—must be made of dark blue paper (not different in quality, however, from the other envelopes of that size), similar to the specimen hereto attached.

The paper from which the tag envelopes for registered packages (9) are to be manufactured must be composed wholly of jute butts (except the necessary coloring matter), and must weigh 90 pounds per ream of 500 sheets, measuring 22½ by 30 inches, or in that proportion. In the process of manufacture the jute must be washed four hours in the washing engines and beaten five hours in the beating engines, and passed through a Jordan engine. The paper must be rosin-sized in the engine. It must be well calendered and finished, and the same in color, quality, tensile strength, and all other respects as the sample envelope hereto attached.

All or any of the different papers used may be required to be watermarked with such designs as may be approved by the Postmaster-General.

All papers used shall be subject to the supervision and approval of the Postmaster-General or his authorized agent before and after being manufactured into envelopes.

Watermarked paper for any of the envelopes that may be spoiled in process of manufacture, or condemned as unfit for use, shall not be used or sold by the contractors in its manufactured state, but shall be reduced to pulp or otherwise destroyed without cost to the Government. Such spoiled or rejected paper shall not be made over for use in registered-package or official envelopes.

Third. That the envelopes shall be made in the most thorough and workmanlike manner, after the styles and of the cuts shown by the samples, the joints to be well and securely fastened, and with such quality of gum, free from offensive odor, as will secure perfect and permanent adhesion of the paper, and the flaps are to be gummed with the same or other equally suitable material. In making the registered-package envelopes 7 and 8, however, the best quality of fish glue must be used in securing the adhesion of the paper on the flaps. The envelopes should be in all respects subject to the approval of the Postmaster-General or his duly authorized agent, and his right of rejection shall be absolute and final.

Should the contractors, in the performance of work under the contract, make

unauthorized use of any machinery or materials or other thing on which a patent has been granted by the United States, the Government is to be made free from all liability for such infringement.

Fourth. That the envelopes shall bear such printing as the Postmaster-General may direct, and the registered-package and tag envelopes (7, 8, and 9) will be required to be printed in vermilion or some other approved brilliant color equal to that on the samples. All the other envelopes must have printed on them the name of the Department, the words "Official business," and the penalty provided by law for their misuse, besides such other printing as the Postmaster-General may at any time direct. When ordered in separate quantities of 500 of envelopes 2, or 250 of envelopes 1, 4, 5, and 6, or of 100 of envelopes 3 and 12, or in larger quantities, for the use of postmasters, they will, in addition to the foregoing printing, bear also the name of the post-office for whose use they are intended; when ordered in less quantities, they will bear, in addition to the other printing, the words "Post-office at," with the blank space for the name of the post-office to be written in. The printing on the samples is intended to show in a general way some of the forms that will be required.

Fifth. That the envelopes shall be banded in parcels of 25, packed in strong paste-board or straw boxes (not inferior to No. 50 unlined western strawboard), securely bound with linen or cotton cloth on the corners and edges, and of such weight, quality, and construction as shall be approved by the Postmaster-General; and, when intended to be sent direct to postmasters, each box shall contain not less than 100 envelopes 3, 7, 8, 9, and 12, and not less than 250 envelopes 1, 2, 4, 5, and 6, or larger quantities, as may be ordered by the principal post-offices; the boxes, when sent in lots not requiring wooden cases, to be well and safely wrapped in strong manila paper and properly sealed, so as to bear safe transportation by mail. But when required to be sent to the Post-Office Department, each box may contain not less than 500 of any one size and style of printing.

When 4,000 or more envelopes of the 1, 2, 3, and 4 kinds, and 2,000 or more of other kinds, are required to fill the order of a postmaster, or when larger lots of any kind are ordered to be sent to the Department, they must be packed in strong wooden cases and properly addressed. No case shall contain more than 25,000 of envelopes 1, 2, 3, and 4, nor more than 10,000 of the other sizes, but when less than 4,000 are required to be sent to a postmaster, a proper label of direction must be placed on each package, all of which shall be done and furnished by the contractors without additional charge.

The sizes designated as 1, 3, 4, 5, 6, 7, 8, and 9 are used mainly by postmasters, and envelopes 2, 10, 11, 12, 13, 14, 15, and 16 mainly in the Post-Office Department, but the right is reserved to order any and all of the different sizes for the use of the Post-Office Department, of postmasters, and of postal officers generally.

Sixth. That the contractors shall at all times keep on hand a stock of the several kinds of envelopes sufficient to promptly meet all orders of the Department, and to provide against any and all contingencies that may be likely to occur during the existence of the contract, such stock to be never less than an average ten days' supply; and said envelopes shall be held subject to the control of the Postmaster-General or his duly authorized agent or agents; and the Postmaster-General shall have the right to require the contractors, at any time during the existence of the contract, to provide an extra quantity of envelopes not exceeding a supply for three months.

Seventh. That the contractors shall be ready to commence the delivery of the envelopes on the 1st day of July, 1897, when the contract term begins; and thereafter they must be promptly furnished and delivered, complete in all respects, in such quantities as may be required to fill the orders of the Department; that the envelopes, after being inspected and prepared for mailing under the direction of the agent of the Department, shall be delivered in separate packages, as above provided for, at the post-office or at the agency at the place of manufacture, or at the nearest large post-office adjacent thereto with adequate facilities for handling and mailing them, or into a railway post-office, or at the Post-Office Department at Washington, as may be directed by the Postmaster-General; or the Postmaster-General may elect to have delivery made at any of the places mentioned, and also at the Post-Office Department at Washington.

Eighth. That this contract shall not be transferred or assigned.

Ninth. That accounts of the envelopes furnished and delivered shall be kept and rendered in such a manner as the Postmaster-General shall prescribe.

And the United States of America, party of the first part, hereby contracts and agrees:

First. To pay the Plimpton Manufacturing Company and Morgau Envelope Company for envelopes delivered and accepted in pursuance of this contract, and subject to all its conditions, at the following rates specified in their proposal, namely:

For No. 1, size 3½ by 5½ inches, fifty-one cents a thousand.

For No. 2, size 3½ by 6½ inches, sixty-two cents a thousand.

For No. 3, size 3½ by 8½ inches, one dollar a thousand.

For No. 4, size $4\frac{1}{2}$ by $6\frac{1}{2}$ inches, one dollar and thirty-eight cents a thousand.
 For No. 5, $4\frac{1}{2}$ by $9\frac{1}{2}$ inches, one dollar and fifty-three cents a thousand.
 For No. 6, size $4\frac{1}{2}$ by $9\frac{1}{2}$ inches, one dollar and eighty-two cents a thousand.
 For No. 7, size 5 by $10\frac{1}{2}$ inches, three dollars and forty-eight cents a thousand.
 For No. 8, size $6\frac{1}{2}$ by $11\frac{1}{2}$ inches, five dollars and forty-seven cents a thousand.
 For No. 9, size $3\frac{1}{2}$ by $5\frac{1}{2}$ inches, one dollar and eighty cents a thousand.
 For No. 10, size $5\frac{1}{2}$ by $7\frac{1}{2}$ inches, two dollars a thousand.
 For No. 11, size 6 by 9 inches, two dollars and ninety cents a thousand.
 For No. 12, size $6\frac{1}{2}$ by $10\frac{1}{2}$ inches, three dollars and five cents a thousand.
 For No. 13, size $7\frac{1}{2}$ by 10 inches, three dollars and twenty cents a thousand.
 For No. 14, size $7\frac{1}{2}$ by 11 inches, three dollars and sixty cents a thousand.
 For No. 15, size 9 by $13\frac{1}{2}$ inches, four dollars and thirty two cents a thousand.
 For No. 16, size 12 by 15 inches, six dollars and twenty cents a thousand.

Second. That said prices shall be full compensation for everything required to be done and furnished, as herein set forth, payments for envelopes actually issued and delivered to postmasters to be made monthly after proper examination and adjustment of accounts, and promptly upon the fulfillment of orders for envelopes sent to the Post-Office Department.

Third. That the contractors shall not be required to pay royalty on envelopes manufactured and furnished under this contract.

It is further stipulated and agreed by and between the contracting parties:

1st. That a resident agent of the Department shall have supervision of the manufacture, storage, and issue of the envelopes, and he shall at all times have full and free access to the apartments where they (or anything entering into their construction) are manufactured and stored, for the purpose of inspecting the same; that such agent and his clerks shall be provided by the contractors with suitable and properly furnished rooms, connected with the premises on which the envelopes are made, for the transaction of the business of the agency without cost to the Government; also with a properly furnished room for the use of the post-office in mailing the envelopes, if that should be required by the Postmaster-General; and that the contractors, their employes and agents, shall conform to such regulations as the Department may from time to time adopt for the security of the Government in any respect.

2d. That the Postmaster-General reserves the right to impose a fine upon the contractors, in such sum as he may deem proper, to be deducted in the settlement of accounts, for the failure to have on hand at any time a sufficient supply of envelopes with which to promptly meet all just requirements of the Department.

3d. That in the event that the exigencies of the public service shall require the acceptance by the Department of any envelopes which, in the opinion of the Postmaster-General or his duly authorized agent, are inferior in any respects to the requirements of the contract, the right is reserved to the Postmaster-General absolutely to fix the price thereof, and to pay for such inferior envelopes any compensation less than the regular price fixed by the contract that may seem to him just and reasonable under all the circumstances, which shall be a complete discharge of all liability on the part of the Government for such envelopes.

4th. That on failure to promptly furnish any of the envelopes specified in this contract, the Postmaster-General reserves the right to purchase them in open market; and if a greater price be paid than is herein prescribed for like articles, the difference shall be charged to the contractors; and if there shall be a failure to furnish any of the envelopes within a reasonable time after they shall have been ordered, it may be regarded by the Postmaster-General as a sufficient cause for the annulment of this contract.

5th. That if at any time during the continuance of this contract the sureties, or either of them, shall die or become irresponsible, the Postmaster-General shall have the right to require additional and sufficient sureties, which the contractors shall furnish to the acceptance of the Postmaster-General within ten days after notice, and in default thereof the contract may be annulled.

6th. That in case the said contractors shall fail to do or to perform all or any of the covenants, stipulations, and agreements of this contract on the part of said contractors to be performed as herein set forth, the said contractors and their sureties shall forfeit and pay to the United States of America the sum of twenty thousand dollars, for which full and absolute sum the said contractors and their sureties shall be jointly and severally liable, as fixed, settled, and liquidated damages, and not as a penalty, to be sued for in the name of the United States.

7th. That, in addition to the forfeiture covenanted and agreed to in the foregoing paragraph, the Postmaster-General shall have the right to annul the contract if, in his opinion, there shall be a failure at any time to perform faithfully any of its stipulations, or in case of any imposition, or attempt at imposition, upon the Department of envelopes inferior to those required by the contract. The right is also reserved by the Postmaster-General to withhold payments if it shall appear to his satisfaction that the contract has not been complied with in any particular.

8th. That should the interest of the Government require, this contract may be extended beyond the time herein named, not exceeding three months, by order of the Postmaster-General, and the contract prices and all conditions herein set forth shall govern in such extended contract.

9th. That the Postmaster-General shall have the right to cause inspection to be made, when and in such manner as he may desire it, of the process of manufacturing the paper in all its several stages, and of stationing an agent for the purpose of inspection at the mill or mills where the paper is made, in which latter case the contractors will be required to furnish such agent with a properly furnished room in the mill without charge, and give him every needed facility for carrying out his duties.

10th. That the Department shall, after satisfactory inspection, accept and pay for, at the regular contract prices, the stock of envelopes that may remain on hand at the close of the contract term; and the contractors may be required, at the discretion of the Postmaster-General, to continue the issue of such envelopes until they shall be exhausted, subject to the conditions of the contract, but provided that such stock shall not exceed in quantity the average requirements of the Department for a period of fifteen days. Any surplus over that quantity may be destroyed at the discretion of the Postmaster-General, without compensation therefor.

11th. That no member of or delegate to Congress shall be admitted to any share or part of this contract, as provided by sections 3739, 3740, and 3741 of the Revised Statutes of the United States; and each and all of the provisions in such sections shall be deemed a part of this contract.

And for the faithful and diligent keeping, performing, and abiding by each and every of the requirements, provisions, and terms of this contract, and of the specifications hereto annexed and made part hereof, the said parties of the second part do hereby bind themselves and each of them, their successors in office, and the officers and agents of said corporations, and their and his heirs, executors, and administrators.

In witness whereof the said Postmaster-General has caused the seal of the Post-Office Department of the United States of America to be hereunto affixed, and has attested the same by his signature, and the said parties of the second part have hereunto set their hands and seals—the said corporations affixing their corporate seals—on and as of the day hereinbefore written.

[SEAL OF POST-OFFICE DEPARTMENT.]

JAMES A. GARY,
Postmaster-General.

Attest:

JOHN A. MERRITT,
Third Assistant Postmaster-General.

THE PLIMPTON MANUFACTURING COMPANY,
By L. B. PLIMPTON, President.

Attest:

F. PLIMPTON.

THE MORGAN ENVELOPE COMPANY,
By E. MORGAN, President.

Attest:

W. M. WHARFIELD.

(Surety) M. S. CHAPMAN.

[SEAL.]

Attest:

CHAS. SLOAN.

(Surety) ROBERT W. DAY.

[SEAL.]

Attest:

W. M. WHARFIELD.

STATE OF CONNECTICUT, County of Hartford, ss:

Maro S. Chapman, one of the sureties in the foregoing contract of the Plimpton Manufacturing Company and Morgan Envelope Company, being by me duly sworn, upon oath says that he is a resident and freeholder of the State of Connecticut, and that he is worth the sum of forty thousand dollars over and above all his debts and liabilities and exclusive of property exempt from execution.

MARO S. CHAPMAN.

Subscribed and sworn to before me this 25th day of June, one thousand eight hundred and ninety-seven, and by me approved.

N. SHIPMAN, U. S. Circuit Judge.

I certify that, to the best of my knowledge and belief, Maro S. Chapman, of Manchester, Conn., one of the sureties in the foregoing contract between the United States of America and the Plimpton Manufacturing Company and Morgan Envelope Company, of Hartford, Conn., for furnishing registered-package, tag, official, and

dead-letter envelopes during the year beginning July 1st, 1897, is worth the sum of forty thousand dollars over and above all his debts and liabilities and incumbrances whatever.

F. P. FURLONG,
Postmaster at Hartford, Conn.

STATE OF CONNECTICUT, *County of Hartford, ss:*

Robert W. Day, one of the sureties in the foregoing contract of the Plimpton Manufacturing Company and Morgan Envelope Company, being by me duly sworn, upon oath says that he is a resident and freeholder of the State of Massachusetts, and that he is worth the sum of forty thousand dollars over and above all his debts and liabilities and exclusive of property exempt from execution.

R. W. DAY.

Subscribed and sworn to before me this 25th day of June, one thousand eight hundred and ninety-seven, and by me approved.

N. SHIPMAN, U. S. Circuit Judge.

I certify that to the best of my knowledge and belief Robert W. Day, of Springfield, Mass., one of the sureties in the foregoing contract between the United States of America and the Plimpton Manufacturing Company and Morgan Envelope Company, of Hartford, Conn., for furnishing registered-package, tag, official, and dead-letter envelopes during the year beginning July 1st, 1897, is worth the sum of forty thousand dollars over and above all his debts and liabilities and incumbrances whatever.

J. H. CLUNE,
Postmaster at Springfield, Mass.

No. 21.—*Contract for furnishing envelopes to the several Executive Departments during the year beginning July 1, 1897, as authorized by the ninety-sixth section of the act of Congress approved January 12, 1895.*

This contract, entered into this 25th day of June, 1897, between the United States of America, acting by James A. Gary, Postmaster-General, of the first part, and Logan, Swift & Brigham Envelope Company, of Worcester, Mass., by D. Wheeler Swift, president, principal, and D. Wheeler Swift and James Logan, sureties, of the second part, witnesseth:

First. That the said Logan, Swift & Brigham Envelope Company contract to furnish and promptly deliver all envelopes of the following description that may be called for by the several Executive Departments and independent Government offices in the city of Washington, and by army officers stationed at various points in the United States, to be designated by the Secretary of War, during the year beginning July 1, 1897, of the tensile strength, weight of paper, and at the prices indicated, and in all respects fully up to the samples of paper or envelopes submitted by the said Logan, Swift & Brigham Envelope Company with their proposal opened at the Post-Office Department on the 6th day of May, 1897, under the advertisement and specifications of April 5, 1897, and according to the requirements thereof, a copy of which proposal, advertisement, and specifications is hereto attached and made a part of this contract:

Item No. of schedule.	Tensile strength in points of Morristest.	Weight of paper per ream of 500 sheets, 22½ by 30 inches.	Description.	Price per thousand.
<i>Whites.</i>				
1	50	50 pounds...	10½ by 4½ inches, plain	\$1.28
			printed	1.35
2	50	.....do	9½ by 4½ inches, plain	1.07
			printed	1.14
3	50	.....do	8½ by 3½ inches, plain .....	.98
			printed	1.05
4	50	.....do	8½ by 3½ inches, plain .....	.93
			printed	1.00
5	50	.....do	6½ by 3½ inches, plain .....	.88
			printed .....	.73
6	50	.....do	6 by 3½ inches, plain .....	.64
			printed .....	.69
7	50	.....do	5½ by 3½ inches, plain .....	.55
			printed .....	.67
8	50	.....do	4½ by 2½ inches, plain .....	.60

Proposal, advertisement, and specifications—Continued.

Item No. of schedule.	Tensile strength in pounds of Morriston tester.	Weight of paper per ream of 500 sheets, 22½ by 30 inches.	Description.	Price per thousand.
<i>Cream laid.</i>				
11	53	60 pounds...	9½ by 4½ inches, highly calendered, No. 1 quality, plain.....	\$1.35
12	53	.....do.....	8½ by 3½ inches, same as above, plain..... printed ..	1.42
13	53	.....do.....	8½ by 3½ inches, same as above, plain..... printed ..	1.18
14	53	.....do.....	6½ by 3½ inches, same as above, plain..... printed ..	1.25
15	43	50 pounds...	6 by 3½ inches, same as above, plain..... printed ..	1.16
16	43	.....do.....	5½ by 3½ inches, same as above, plain..... printed ..	1.28
<i>Azure blue.</i>				
17	40	50 pounds...	11½ by 5 inches, plain..... printed ..	1.03
18	40	.....do.....	9½ by 4½ inches, plain..... printed ..	1.23
19	40	.....do.....	8½ by 3½ inches, plain..... printed ..	1.17
20	40	.....do.....	6½ by 3½ inches, plain..... printed ..	1.24
21	40	.....do.....	5½ by 3½ inches, plain..... printed ..	1.10
				1.20
				.71
				.76
				.59
				.64

Second. That in the execution of this contract, the said parties of the second part shall be governed by all the conditions and requirements set forth in the proposal and specifications above referred to, and hereto attached, and by such directions, not inconsistent therewith, as may be from time to time given by the Postmaster-General, or by any of the Executive Departments.

Third. It is specially stipulated, however, in extension of the specifications, that envelopes may be ordered for official use under this contract by army officers at different points within the United States to be designated by the Secretary of War, instead of having their orders made through the War Department at Washington, and that such envelopes shall be paid for, on presentation of bills to said officers, at the regular contract rates, which shall be for delivery on board cars at the point of manufacture or supply; the manner of transportation in every such case to be indicated when the order for the goods shall be given.

It is also specially stipulated that orders by the Navy Department for envelopes for the use of navy pay offices in the cities where navy-yards are situated, including the cities of New York, Philadelphia, and San Francisco (contiguous to which are the navy-yards at Brooklyn, League Island, and Mare Island), shall be filled under the same conditions as are orders for envelopes for the use of the navy-yards.

Fourth. That for all envelopes furnished and delivered in accordance with the terms of this contract, upon the orders of the several Departments, and in all respects satisfactory to them, payment shall be made, upon presentation of proper accounts, at the prices above stated, monthly or oftener, by such Departments respectively, and according to their respective regulations.

Fifth. That in case the said Logan, Swift & Brigham Envelope Company shall fail to perform all or any of the stipulations of this contract on their part to be performed, they and their sureties shall forfeit and pay to the United States of America the sum of seven thousand dollars (unless other penalty for such failure shall be imposed, as provided for in the attached specifications), for which sum the said Logan, Swift & Brigham Envelope Company and their sureties shall be jointly and severally liable, to be sued for in the name of the United States.

Sixth. That no Member of or Delegate to Congress shall be admitted to any share or part of this contract, as provided by sections 3739, 3740, and 3741 of the Revised Statutes of the United States; and each and all of the provisions in such sections shall be deemed a part of this contract.

And for the faithful and diligent keeping, performing, and abiding by each and every of the requirements, provisions, and terms of this contract, and of the specifications hereto annexed and made part hereof, the said parties of the second part do hereby bind themselves and each of them, their successors in office, and the officers and agents of said corporations, and their and his heirs, executors, and administrators.

In witness whereof the said Postmaster-General has caused the seal of the Post-Office Department of the United States of America to be hereunto affixed, and has attested the same by his signature, and the said parties of the second part have hereunto set their hands and seals—the said corporations affixing their corporate seals—on and as of the day hereinbefore written.

[Seal of P. O. Dept.]

JAS. A. GARY,
Postmaster-General.

Attest:

JOHN A. MERRITT,
Third Asst. Postmaster-General.

LOGAN, SWIFT & BRIGHAM ENVELOPE CO., [SEAL]
By JAMES LOGAN, *Treas.*
D. WHEELER SWIFT. [SEAL]
JAMES LOGAN. [SEAL]

STATE OF MASSACHUSETTS, *County of Worcester, ss:*

D. Wheeler Swift, one of the sureties in the foregoing contract, affirms that he is a resident and freeholder of the State of Massachusetts, and that he is worth the sum of fifty thousand dollars, over and above all his debts and liabilities, and exclusive of property exempt from execution.

D. WHEELER SWIFT.

Subscribed and affirmed to before me this 18th day of June, 1897.

[SEAL.]

LOUIS H. BUCKLEY,
Notary Public.

Approved.

JAS. W. HUNT,
Asst. P. M., Worcester, Mass.

STATE OF MASSACHUSETTS, *County of Worcester, ss:*

James Logan, one of the sureties in the foregoing contract, being by me duly sworn, upon oath says, that he is a resident and freeholder of the State of Massachusetts, and that he is worth the sum of fifty thousand dollars, over and above all his liabilities, and exclusive of property exempt from execution.

JAMES LOGAN.

Subscribed and sworn to before me this 15th day of June, 1897.

[SEAL.]

LOUIS H. BUCKLEY,
Notary Public.

Approved.

JAS. W. HUNT,
Asst. P. M., Worcester, Mass.

Copy of record authorizing signature of this contract.

LOGAN, SWIFT & BRIGHAM ENVELOPE COMPANY,
Worcester, Mass., June 15, 1897.

At a special meeting of the directors of the Logan, Swift & Brigham Envelope Company, corporation organized under the laws of the State of Massachusetts, and located at Worcester, Mass., held this day at the office of the corporation, 75 Grove street, a majority of the directors being present, Henry D. Swift, vice-president, in the chair, it was unanimously voted:

That the president, D. Wheeler Swift, or the treasurer, James Logan, be, and are hereby, authorized and instructed to sign, in behalf of the corporation, a contract for furnishing envelopes to the several Executive Departments during the year beginning July 1st, 1897, in accordance with the proposal of the said Logan, Swift & Brigham Envelope Co., dated May 3rd, 1897, it being the intent of this vote that the signature of the said D. Wheeler Swift and the said James Logan are not jointly required to the execution of this contract.

A true copy of record.

[SEAL OF COMPANY.]

LOUIS H. BUCKLEY,
Clerk of Logan, Swift & Brigham Env. Co., (a corporation).

[Only the prices on which the contract was awarded are here given.]

Proposals for furnishing envelopes for the use of the several Departments of the Government at Washington, D. C., during the year ending June 30, 1898.

PROPOSALS.

WORCESTER, MASS., May 3, 1897.

To the POSTMASTER-GENERAL:

SIR: The undersigned, Logan, Swift & Brigham Envelope Company, propose to furnish for the use of the several Departments at Washington, during the year ending June 30, 1898, in compliance with the terms of the specifications hereto attached (all the conditions of which are hereby made a part of this proposal), any or all of the envelopes named in the accompanying schedule opposite which prices have been affixed, at the rates stated, to be delivered at such place or places as the Postmaster-General may direct.

The right is accorded to the Postmaster-General to order a greater or less quantity of any or all the envelopes embraced in this proposal as may be required.

No. of item.	Quantity.	Description.	Price per thousand.
<i>White.</i>			
1	2,000,000	10½ by 4½ inches, 50 pounds, plain	\$1.28
		printed	1.35
2	4,000,000	9½ by 4½ inches, 50 pounds, plain	1.07
		printed	1.14
3	16,000,000	8½ by 3½ inches, 50 pounds, plain .....	.98
		printed	1.05
4	1,000,000	8½ by 3½ inches, 50 pounds, plain .....	.93
		printed	1.00
5	200,000	6½ by 3½ inches, 50 pounds, plain .....	.68
		printed .....	.73
6	3,600,000	6 by 3½ inches, 50 pounds, plain .....	.64
		printed .....	.69
7	900,000	5½ by 3½ inches, 50 pounds, plain .....	.55
		printed .....	.60
8	3,000	4½ by 2½ inches, 50 pounds, plain .....	.57
<i>Cream laid.</i>			
11	45,000	9½ by 4½ inches, cream laid, highly calendered, No. 1 quality, 60 pounds, plain	1.35
		9½ by 4½ inches, cream laid, highly calendered, No. 1 quality, 60 pounds, printed	1.42
12	200,000	8½ by 3½ inches, same as above, 60 pounds, plain	1.18
		printed	1.25
13	30,000	8½ by 3½ inches, same as above, 60 pounds, plain	1.16
		printed	1.26
14	12,000	6½ by 3½ inches, same as above, 60 pounds, plain	1.03
		printed	1.23
15	400,000	6 by 3½ inches, same as above, 50 pounds, plain .....	.64
		printed .....	.69
16	130,000	5½ by 3½ inches, same as above, 50 pounds, plain .....	.58
		printed .....	.63
<i>Azure blue.</i>			
17	16,000	11½ by 5 inches, 50 pounds, plain	1.80
		printed	1.95
18	150,000	9½ by 4½ inches, 50 pounds, plain	1.17
		printed	1.24
19	25,000	8½ by 3½ inches, 50 pounds, plain	1.10
		printed	1.20
20	80,000	6½ by 3½ inches, 50 pounds, plain .....	.71
		printed .....	.76
21	65,000	5½ by 3½ inches, 50 pounds, plain .....	.59
		printed .....	.64

All the weights of paper given in the foregoing schedule are based on size 22½ by 30 inches—500 sheets to the ream.

Respectfully,

LOGAN, SWIFT & BRIGHAM ENV. CO.,
By D. WHEELER SWIFT, *Pres.*

(Doing business as above corporation. Place of business, Worcester, Mass.)

Copy of record authorizing signature of this proposal.

LOGAN, SWIFT & BRIGHAM ENVELOPE COMPANY,
Worcester, Mass., May 3, 1897.

At a special meeting of the directors of the Logan, Swift & Brigham Envelope Company, corporation organized under the laws of the State of Massachusetts, and located at Worcester, Mass., held this day at the office of the corporation, No. 75 Grove st., all the directors being present, D. Wheeler Swift, president, in the chair, it was unanimously voted that the president, D. Wheeler Swift, is hereby authorized and instructed to sign in behalf of the corporation a proposal for supplying the Government with envelopes as per advertisement of the Post-Office Department, dated Washington, D. C., April 5th, 1897, entitled "Proposal for furnishing envelopes for the several Executive Departments in Washington during the year ending June 30, 1898," and signed by James A. Gary, Postmaster-General. (Seal of company.)

A true copy of record.

JAMES LOGAN,
Clerk of Logan, Swift & Brigham Envelope Co., (a corporation.)

GUARANTY.

We, James Logan and D. Wheeler Swift, both of Worcester, and county of Worcester, in the State of Mass., for value received, guarantee and bind ourselves and each of us, our and each of our heirs, executors, and administrators, in the event that a contract for furnishing envelopes for the several Departments of the Government at Washington, according to the advertisement and specifications of April 5, 1897, shall be awarded to Logan, Swift & Brigham Envelope Co., that the said Logan, Swift & Brigham Envelope Co. will, within the time limited by the specifications, enter into and duly execute, as required by the said specifications, a contract accordingly, and this guaranty is based upon and governed by the said specifications as to its scope and extent; and in case of failure of the said Logan, Swift & Brigham Envelope Co. to enter into contract as above, that we will forfeit and pay to the United States the sum of ten thousand dollars, for which sum we will be jointly and severally liable as fixed and settled damages, and not as a penalty to be reduced or diminished.

Dated at Worcester, Mass., May 3, 1897.

JAMES LOGAN.
 D. WHEELER SWIFT.

CERTIFICATE.

(To be signed by a United States circuit or district judge, or the clerk of a court of record at or nearest the place where the bidder resides, or by the postmaster there.)

The undersigned, asst. clerk of the court for the county of Worcester, in the State of Massachusetts, certifies, under his oath of office, that he is acquainted with the above guarantors and knows them to be men of property, and able to make good their guaranty.

Dated at Worcester, May 3rd, 1897.

WM. T. HARLOW, *Asst. Clerk.*

Proposals for furnishing envelopes for the several Executive Departments in Washington during the year ending June 30, 1898.

ADVERTISEMENT.

POST-OFFICE DEPARTMENT,
Washington, D. C., April 5, 1897.

By the 96th section of the act of Congress approved January 12, 1895, it is made the duty of the Postmaster-General to contract for all envelopes, both plain and printed, to be used "by his own or other Departments."

Under this authority proposals are hereby invited and will be received at this Department until 2 p. m. on Thursday, the 6th day of May, 1897, for furnishing such envelopes as the several Executive Departments in Washington may require during the year ending June 30, 1898.

Proposals must be made on the blank forms provided by the Department, securely enveloped and sealed, indorsed "Proposals for furnishing envelopes for the several Executive Departments," and addressed to the Third Assistant Postmaster-General,

Washington, D. C. Bids to be delivered in person must be handed in at or before the hour above named; otherwise they will not be considered.

Blank forms of proposals, with full specifications, will be furnished upon application to the Third Assistant Postmaster-General.

JAS. A. GARY,
Postmaster-General.

SPECIFICATIONS FOR ENVELOPES.

PROPOSAL—GUARANTY.

All proposals to furnish such envelopes as may be required by the various Departments at Washington, D. C., during the fiscal year ending June 30, 1898, must be submitted in accordance with the advertisement above recited. They must be signed by the individual, partnership, or corporation making same. When made by a partnership, the name of each partner must be signed. If made by a corporation, it must be signed by the officer thereof authorized to bind it by contract, and accompanied with a copy, under seal, of the law, resolution, or other paper, showing his authority to sign.

Every proposal must be accompanied with a guaranty, signed by at least two responsible guarantors, under a penalty of ten thousand dollars, that the bidder shall, within ten days after being called upon to do so, execute a contract in accordance with the terms of his proposal, with good and sufficient sureties, for the faithful performance thereof, as hereinafter required. The responsibility and sufficiency of the signers of such guaranty must be certified to by the postmaster, United States judge, or the clerk of a court of record at or nearest the place of residence of the bidder.

Bids must be made separately for each item printed in the form of proposal, the bidders stating in their proposals the price per thousand envelopes, which will include everything to be done or furnished as set forth in these specifications; and the contract may be awarded, in the discretion of the Postmaster-General, item by item, to different bidders, or on more than one item, or as a whole to the lowest responsible bidder in the aggregate, the amount of a bid, or any part thereof where necessary, to be ascertained by extending the estimated quantities printed in the form of proposal at the prices bid, respectively, and then aggregating the amounts of the several items.

QUANTITIES.

The quantities given in the printed form of proposal attached hereto embody the estimated requirements of the several Departments for the year ending June 30, 1898; but it is to be distinctly understood that these estimates are given for information only, the right being reserved to order any greater or less quantity during the contract term, as the interests of the service may require. Should the use of any of the sizes or kinds of envelopes thus estimated for be discontinued during the contract term, or should none of any one or more kinds mentioned be ordered, the contractor will not be entitled to any compensation for damages either on account of such discontinuance or because of such omission to order.

STYLE OF MANUFACTURE.

The envelopes must be made in the most thorough and workmanlike manner; to be of high cut; the joints to be well and securely fastened with the best quality of gum, and the flaps to be thoroughly coated with the same material. A sample quire of each color, quality, and weight of paper which the bidder proposes to furnish for the several classes of envelopes called for (except the "Miscellaneous" class), or for such as he may decide to bid on, must accompany every proposal. Of the "Miscellaneous" envelopes, one box of samples of each item must be furnished with the bid. The proposal must not be inclosed in the package containing these samples.

Samples of envelopes for the use of the several Departments may be required after the award from the successful bidder or bidders.

Tests will be made of samples submitted by means of the Morrison tester, or otherwise, as the Postmaster-General may deem necessary, and the tensile strength of all envelopes furnished must be fully up to that of the several standards adopted by the Postmaster-General as the result of these tests. In the quality of paper and in other respects the envelopes to be furnished under the contract must also conform to these standards.

Should the contractor, in the performance of work under the contract, make unauthorized use of any machinery or material or other thing, or furnish any envelopes, on which a patent has been granted by the United States, the Government is to be made free of all liability for such infringement.

Sizes may be slightly larger than called for, but no smaller.

PRINTING.

Bidders must submit on every item a bid for furnishing the envelopes without printing, and also one for supplying them with such printing as the Departments may require, consisting ordinarily of what is known as the penalty clause, the name of the Department and of the office in which the envelopes are to be used, and an address; but any other form of printing may at any time be demanded. No order will be made for less than 250 printed envelopes of any one form.

PACKING.

The envelopes must be banded in parcels of twenty-five, and all of them, except those in the list coming under the head of "Miscellaneous," must be packed in strong pasteboard boxes, which must be covered with white unglazed paper, securely bound with linen or cotton cloth on the entire length of corners and edges of both boxes and lids, and of such weight, quality, and construction as shall be approved by the Postmaster-General. No boxes will be accepted that are manufactured from a thinner strawboard than No. 40 (No. 2 quality), for all sizes of envelopes smaller than No. 10 or than No. 25 strawboard (No. 2 quality), for No. 10 and all sizes above that. They must be packed in quantities of 500, 250, and 125, respectively, as may be designated in the orders from time to time given for them. Boxes must be labeled in conformity to the form prescribed by the several Departments, and when printed envelopes are furnished, a sample showing the printing must be placed upon the front of each box.

The envelopes enumerated in the list under the head of "Miscellaneous" must be neatly boxed and furnished in quantities as is usual with the trade.

All envelopes ordered must be shipped in strong wooden cases when the quantity is sufficiently large to warrant it, or whenever the Department ordering them so directs.

AWARD.

If the bidder to whom the first award shall be made should fail to enter into contract as herein provided, then the award may be annulled and the contract let to the next most desirable bidder in the opinion of the Postmaster-General, and so on until a contract shall be made; and such bidder shall be required to fulfill every stipulation embraced herein as if he were the party to whom the first award was made.

The contract can not in any case be lawfully transferred or assigned.

DELIVERY, INSPECTION, ETC.

Envelopes to be furnished under the contract must be delivered without charge for cartage, packing, etc., in such quantities as may be from time to time ordered by the several Executive Departments, at such place or places at Washington, D. C., as the Postmaster-General or the Department ordering them may direct. Envelopes, however, that may be ordered by the Department of the Interior for use at the various pension agencies or by the Navy Department for the use of the several navy-yards throughout the country must be shipped thereto by the contractor at his own expense.

If it should at any time be found desirable, the contractor may, upon orders from any of the Departments, make deliveries of envelopes to such points, other than Washington, D. C., as may be to his advantage, samples of such deliveries to be forwarded for inspection to the Department ordering the envelopes.

The contractor must be ready to commence the delivery of the envelopes on the 1st day of July, 1897, when the contract term begins; and thereafter they must be furnished and delivered, complete in all respects, in such quantities as may be required to fill the orders of the several Departments.

Envelopes must be furnished promptly and in the quantities as ordered. On the failure of contractor to fill orders within 30 days after they are made, and of satisfactory quality, the right is reserved by the Government to purchase the same in open market, if the exigencies of the service require it, or to declare the contract forfeited; and if a greater price than that of the contract be paid for such envelopes, the difference in the total amount of the purchase will be charged to the contractor. Every order for envelopes that are to be reshipped by the Departments after their receipt must be filled in one delivery.

Envelopes will be inspected within a reasonable time after delivery, and if, in the opinion of the Postmaster-General, they are not in accordance with the contract requirements, they will be rejected. The decision of the Postmaster-General on these points is to be final.

In the event that the exigencies of the public service shall require the acceptance of any envelopes which, in the opinion of the Postmaster-General, are inferior in any respect to the requirements of the contract, the right is reserved to him to fix the price thereof, and to pay for such inferior envelopes any compensation less than the

THIRD ASSISTANT—DEPARTMENTAL ENVELOPE CONTRACT. 767

contract price that may seem to him just and reasonable, under all the circumstances, which shall be a complete discharge of all liability on the part of the Government for such envelopes.

CONTRACTOR'S SURETIES.

The contractor will be required to have at least two responsible sureties, who shall be parties to the contract, in which it shall be covenanted and agreed that in case the said contractor shall fail to do or perform all or any of the stipulations of said contract on the part of said contractor to be performed, as therein set forth, the said contractor and his sureties shall forfeit and pay to the United States of America such amount as the Postmaster-General may fix in the contract, not to exceed \$25,000, for which said forfeiture the said contractor and his sureties shall be jointly and severally liable. Such sureties shall justify their responsibility by affidavit showing that they severally own and possess property of the clear value in the aggregate of double the amount of the above-mentioned forfeiture, over and above all debts and liabilities and all property by law exempt from execution—to be sworn to before a clerk of a court of record or other officer authorized to administer oaths, and to be approved by a United States judge, district attorney, or postmaster in the district or place where the sureties reside or do business.

If at any time during the continuance of the contract the sureties, or either of them, shall die, or become irresponsible, the Postmaster-General shall have the right to require additional and sufficient sureties, which the contractor shall furnish to the acceptance of the Postmaster-General within ten days after notice; and in default thereof, the contract may be annulled.

PAYMENTS.

Payments for envelopes actually delivered will be made monthly by the Departments ordering them, after proper examination and verification of accounts, which accounts shall be rendered upon forms to be furnished by these Departments respectively.

Payments may be withheld if it shall appear to the satisfaction of the Postmaster-General that the contract has not been complied with in any particular.

RESERVATIONS.

The Postmaster-General reserves the right to reject any and all bids, to waive technical defects, and to accept any part of any bid and reject the other part if in his judgment the interests of the Government shall require it; also the right to annul the contract if in his opinion there shall be a failure at any time to perform faithfully any of its stipulations, or in case of a willful attempt to impose upon the Government articles inferior to those required by the contract. And any action taken by the Postmaster-General in pursuance of this latter stipulation shall not affect or impair any right or claim of the United States to damages for the breach of any of the covenants of the contract by the contractor.

BLANK FORMS—ADDRESSES OF PROPOSALS.

Blank forms for bids will be furnished on application to the Third Assistant Postmaster-General, Washington, D. C.

All proposals must be made upon these blank forms, securely enveloped and sealed, marked on the envelope "Proposals for furnishing envelopes for the several Executive Departments," and addressed to the Third Assistant Postmaster-General, Washington, D. C.

Proposals must not be sent in the same package with the samples of paper to be submitted by bidders, as hereinbefore required.

JAS. A. GARY,
Postmaster-General.

POST-OFFICE DEPARTMENT,
Washington, D. C., April 5, 1897.

List of agencies and navy-yards, with the estimated quantities of envelopes to be required by them during the year.

Agency.	White, penalty, 8½ by 3½ inches.	White, penalty, 10½ by 4½ inches.	White, penalty, 6 by 3½ inches.
Augusta, Me.	130,000	5,000	5,000
Buffalo, N. Y.	50,000		5,000
Chicago, Ill.	80,000	5,000	
Columbus, Ohio.	500,000		
Des Moines, Iowa.	200,000	10,000	10,000
Detroit, Mich.	280,000		
Indianapolis, Ind.	400,000		10,000
Knoxville, Tenn.	200,000		20,000
Louisville, Ky.	100,000	5,000	
Milwaukee, Wis.	280,000		
New York City.	250,000	5,000	5,000
Philadelphia, Pa.	325,000		10,000
Pittsburg, Pa.	100,000		5,000
San Francisco, Cal.	65,000		
Topeka, Kans.	400,000		10,000
Washington, D. C.		275,000	

Contract item No.	Description of envelopes.	Navy-yard, Portsmouth, N. H.	Navy-yard, Boston, Mass.	Naval station, Newport, R. I.	Navy-yard, New York.	Navy-yard, League Island.	Navy-yard, Washington, D. C.	Navy-yard, Norfolk, Va.	Navy-yard, Mare Island, Cal.	Total.
1	White, 10½ by 4½	10,000	15,000		55,000	15,000	20,000	25,000	10,000	150,000
2	White, 8½ by 4½	5,000	15,000	1,000	14,000	15,000	15,000	20,000	15,000	100,000
3	White, 8½ by 3½	10,000	5,000	5,000	45,000	17,000	30,000	20,000	15,000	147,000
5	White, 6½ by 3½	5,000	5,000	5,000	50,000	5,000	5,000	10,000	15,000	100,000
9	Cream-laid, 10½ by 4½	5,000	5,000	1,000	39,000		58,000	14,000	10,000	112,000
15	Cream-laid, 6 by 3½	10,000	5,000	1,000	37,000	5,000	35,000		10,000	99,000
16	Cream-laid, 5½ by 3½	10,000	5,000		35,000		20,000	10,000	20,000	100,000
32	Pure Irish linen, cream, 5½ by 4½	1,000	1,000		20,000	1,000	10,000	5,000	2,000	40,000
55	Cloth-lined, white, 10½ by 4½				6,500	1,000	2,000			9,500
59	Cloth-lined, white, 10 by 4½	1,000	500		8,000				2,000	11,500
67	Manila, 15 by 10	1,000	1,500		15,000	1,000	5,000	1,000	500	25,000
85	Manila, 12 by 8	1,000	1,000	1,000	12,500		5,000		500	21,000
101	Manila, 10½ by 6½	1,000	1,000	1,000	32,000		10,000		5,000	50,000
120	Manila, 5½ by 3½				20,000		10,000		20,000	50,000
128	Manila, 4½ by 2½				15,000		85,000			50,000
	Total	60,000	60,000	15,000	400,000	60,000	240,000	105,000	125,000	1,065,000

NOTE.—It is supposed that when an order is given for envelopes for any one of these pension agencies or navy-yards it will comprehend all that are to be sent to it during the year. No positive assurance of this, however, can be given.

No. 22.—Schedule of envelopes to be furnished the several Executive Departments of the Government, at Washington, D. C., during the year beginning July 1, 1897, under contracts made by the Postmaster-General, in accordance with section 96 of the act of Congress approved January 12, 1895.

Item No. of contract schedule.	Estimated number required.	Contractor.	Description of envelopes. (Weight stated, except "Miscellaneous," is per ream of paper of 500 sheets, 22½ by 30 inches.)	Tensile strength. (Figures indicate points of Morrison tester.)	Price per thousand.	
					Printed.	Plain.
<i>White.</i>						
1	2,000,000	Logan, Swift & Brigham Envelope Co., of Worcester, Mass.	10½ by 4½ inches, 50 pounds	50	\$1.35	\$1.28
2	4,000,000	.....do	8½ by 4½ inches, 50 pounds	50	1.14	1.07
3	16,000,000	.....do	8½ by 3½ inches, 50 pounds	50	1.05	.98
4	1,000,000	.....do	8½ by 3½ inches, 50 pounds	50	1.00	.93
5	200,000	.....do	6½ by 3½ inches, 50 pounds	50	.73	.68
6	3,600,000	.....do	6 by 3½ inches, 50 pounds	50	.69	.64
7	900,000	.....do	5½ by 3½ inches, 50 pounds	50	.60	.55
8	3,000	.....do	4½ by 2½ inches, 50 pounds	50	.....	.57
<i>Cream laid.</i>						
9	160,000	Springfield Envelope Co., of Springfield, Mass.	10½ by 4½ inches, highly calendered, No. 1 quality, 60 pounds.	43	2.13	1.83
10	25,000	.....do	10½ by 4½ inches, same as above, 70 pounds.	49	2.00	2.10
11	45,000	Logan, Swift & Brigham Envelope Co., of Worcester, Mass.	9½ by 4½ inches, same as above, 60 pounds.	53	1.42	1.35
12	200,000	.....do	8½ by 3½ inches, same as above, 60 pounds.	53	1.25	1.18
13	30,000	.....do	8½ by 3½ inches, same as above, 60 pounds.	53	1.26	1.16
14	12,000	.....do	6½ by 3½ inches, same as above, 60 pounds.	53	1.23	1.03
15	400,000	.....do	6 by 3½ inches, same as above, 50 pounds.	43	.69	.64
16	130,000	.....do	5½ by 3½ inches, same as above, 50 pounds.	43	.63	.58
<i>Azure blue.</i>						
17	16,000	Logan, Swift & Brigham Envelope Co., of Worcester, Mass.	11½ by 5 inches, 50 pounds	40	1.95	1.80
18	150,000	.....do	9½ by 4½ inches, 50 pounds	40	1.24	1.17
19	25,000	.....do	8½ by 3½ inches, 50 pounds	40	1.20	1.10
20	80,000	.....do	6½ by 3½ inches, 50 pounds	40	.76	.71
21	65,000	.....do	5½ by 3½ inches, 50 pounds	40	.64	.59
<i>Miscellaneous.</i>						
22	1,000	Easton & Rupp, of Washington, D.C.	7 by 4½ inches, Hurd's satin wove, No. 51-9, 60 pounds, white.	.....	.....	5.40
		.....do	Crane's extra superfine, 51-9, 60 pounds, white.	.....	.....	7.80
		R. Carter Ballantyne, of Washington, D. C.	Imperial Irish linen, 1520-23 (R. & P.), cream.	.....	.....	4.56
23	1,000	Easton & Rupp, of Washington, D.C.	7 by 3½ inches, Hurd's Irish linen, white or cream.	.....	.....	4.50
		R. Carter Ballantyne, of Washington, D. C.	pure Irish linen, 520-8, white.	.....	.....	4.00
24	1,000	Easton & Rupp, of Washington, D.C.	6½ by 4 inches, Crane's parchment vellum, 70 pounds, cream.	.....	.....	7.60
		R. Carter Ballantyne, of Washington, D. C.	parchment vellum, 254-1 B (R. & P.), cream.	.....	.....	3.96

No. 22.—Schedule of envelopes to be furnished the several Executive Departments of the Government, at Washington, D. C., during the year beginning July 1, 1897, under contracts made by the Postmaster-General, etc.—Continued.

Item No. of contract schedule.	Estimated number required.	Contractor.	Description of envelopes. (Weight stated, except "Miscellaneous," is per ream of paper of 500 sheets, 22½ by 30 inches.)	Tensile strength. (Figures indicate points of Morrison tester.)	Price per thousand.	
					Printed.	Plain.
Miscellaneous—Continued.						
25	3,500	Easton & Rupp, of Washington, D. C.	6½ by 4½ inches, Crane's kid finish, 60 pounds (N. S. 6½ or 11), white or cream.	.....	.....	\$6.50
		.....do.....	Hurd's royal vellum, 60 pounds (N. S. 6½ or 11), white or cream.	.....	.....	4.85
		R. Carter Ballantyne, of Washington, D. C.	velvet finish, 758 (R. & P.), white or cream.	.....	.....	3.96
26	5,000	Easton & Rupp, of Washington, D. C.	6½ by 3½ inches, Crane's bond (N. S. 6½), No. 29, white.	.....	.....	6.70
		R. Carter Ballantyne, of Washington, D. C.	Crane's bond, 6½, white.	.....	.....	8.60
		.....do.....	bond, 310-6½ (R. & P.), white.	.....	.....	3.95
27	18,500	Easton & Rupp, of Washington, D. C.	6 by 3½ inches, Crane's parchment vellum (N. S. 6), 70 pounds, cream.	.....	.....	4.76
		.....do.....	Crane's parchment vellum (N. S. 6), 50 pounds, cream.	.....	.....	3.78
		.....do.....	Crane's parchment vellum (N. S. 6½), 70 pounds, cream.	.....	.....	5.50
		.....do.....	Crane's parchment vellum (N. S. 6½), 50 pounds, cream.	.....	.....	4.32
		.....do.....	Whiting's Westminster vellum, 6½, 70 pounds, cream or azure.	.....	.....	5.20
		.....do.....	Marcus Ward & Co.'s royal Irish linen, 211-7, cream.	.....	.....	4.10
		.....do.....	Marcus Ward & Co.'s royal Irish linen, 213-7, cream.	.....	.....	3.40
		R. Carter Ballantyne, of Washington, D. C.	Marcus Ward & Co.'s royal Irish vellum, 151-7, azure.	.....	.....	3.98
		.....do.....	Marcus Ward & Co.'s royal Irish linen, 221-7, cream.	.....	.....	3.98
		.....do.....	parchment vellum, 2560-6, XXX (R. & P.), cream.	.....	.....	3.43
		.....do.....	parchment vellum, 2540-6, XX (R. & P.), cream.	.....	.....	3.10
28	37,000	Easton & Rupp, of Washington, D. C.	6 by 3½ inches, Whiting's standard linen, 6½, 54 pounds, white.	.....	.....	4.30
		.....do.....	Crane's distaff linen (N. S. 6), 54 pounds, cream.	.....	.....	4.22
		.....do.....	Crane's distaff linen (N. S. 6½), 54 pounds, cream.	.....	.....	4.88
		.....do.....	perfection linen, 6-XX, cream laid, cream.	.....	.....	1.40
		R. Carter Ballantyne, of Washington, D. C.	Marcus Ward & Co.'s royal Irish linen, 213-7 and 214-7, cream.	.....	.....	3.34

No. 22.—Schedule of envelopes to be furnished the several Executive Departments of the Government, at Washington, D. C., during the year beginning July 1, 1897, under contracts made by the Postmaster-General, etc.—Continued.

Item No. of contract schedule.	Estimated number required.	Contractor.	Description of envelopes. (Weight stated, except "Miscellaneous," is per ream of paper of 500 sheets, 22½ by 30 inches.)	Tensile strength. (Figures indicate points of Morrison tester.)	Price per thousand.	
					Printed.	Plain.
			<i>Miscellaneous—Continued.</i>			
28	37,000	R. Carter Ballantyne, of Washington, D. C.	6 by 3½ inches, Marcus Ward & Co.'s royal Irish linen, 211-7 and 212-7, cream.	.....	.....	\$3.98
		.....do.....	pure Irish linen, 520-6 (R. & P.), cream.	.....	.....	3.20
29	13,000	Easton & Rupp, of Washington, D. C.	6 by 3½ inches, Crane's bond (N. S. 6), No. 21, white.	.....	.....	4.68
		.....do.....	Crane's bond (N. S. 6½), No. 21, white.	.....	.....	5.40
		R. Carter Ballantyne, of Washington, D. C.	Crane's bond (N. S. 6), No. 21 (R. & P.), white.	.....	.....	6.20
		.....do.....	Monarch bond, Marcus Ward & Co.'s, 7, white.	.....	.....	2.70
30	8,000	Easton & Rupp, of Washington, D. C.	5½ by 4½ inches, Whiting's Westminster vellum (N. S. 5½), 50 pounds, cream.	.....	.....	5.70
		.....do.....	Crane's parchment vellum (N. S. 5½), 50 pounds, cream.	.....	.....	5.20
		R. Carter Ballantyne, of Washington, D. C.	parchment vellum, 254-B, No. 0 (R. & P.), cream.	.....	.....	3.60
31	5,000	Easton & Rupp, of Washington, D. C.	5½ by 3½ inches, Whiting's standard linen, 5½, 54 pounds, and No. 4125, Lakewood, cream.	.....	.....	4.36
		.....do.....	Whiting's standard linen, No. 4125, Lakewood, white.	.....	.....	4.34
		.....do.....	Whiting's woven linen, Lakewood, white or azure.	.....	.....	4.64
		.....do.....	Whiting's consulate linen, Lakewood, white or azure.	.....	.....	4.66
		.....do.....	Hurd's imperial ledger, 60 pounds, Gladstone, cream.	.....	.....	3.20
		R. Carter Ballantyne, of Washington, D. C.	Marcus Ward & Co.'s royal Irish linen, 201 and 211, Victoria, cream or azure.	.....	.....	3.98
		.....do.....	bond, 312-6 (R. & P.), white.	.....	.....	2.45
32	75,000	Easton & Rupp, of Washington, D. C.	5½ by 4½ inches, Hurd's Irish linen (N. S. 5½), cream.	.....	.....	4.40
		.....do.....	Crane's distaff linen (N. S. 5½), 54 pounds, cream.	.....	.....	6.00
		R. Carter Ballantyne, of Washington, D. C.	pure Irish linen, 5206 (R. & P.), cream.	.....	.....	3.82
33	20,000	Easton & Rupp, of Washington, D. C.	5½ by 3½ inches, Crane's distaff linen (N. S. 5), 54 pounds, cream.	.....	.....	4.22
		.....do.....	Whiting's standard linen, 5, 54 pounds, white.	.....	.....	4.36
		R. Carter Ballantyne, of Washington, D. C.	Marcus Ward & Co.'s royal Irish linen, 211-6, cream.	.....	.....	3.24
		.....do.....	pure Irish linen, 520-5 (R. & P.), cream.	.....	.....	3.00

No. 22—Schedule of envelopes to be furnished the several Executive Departments of the Government, at Washington, D. C., during the year beginning July 1, 1897, under contracts made by the Postmaster-General, etc.—Continued.

Item No. of contract schedule.	Estimated number required.	Contractor.	Description of envelopes. (Weight stated, except "Miscellaneous," is per ream of paper of 500 sheets, 22½ by 30 inches.)	Tensile strength. (Figures indicate points of Morrison tester.)	Price per thousand.	
					Printed.	Plain.
			Miscellaneous—Continued.			
34	30,000	R. Carter Ballantyne, of Washington, D. C.	5½ by 3½ inches, Marcus Ward & Co.'s pure flax linen, 411-6, cream.			\$2.79
		Easton & Rupp, of Washington, D. C.	Hurd's Irish linen (N. S. 5), 54 pounds, cream.			2.60
		do	Hurd's Cambridge linen (N. S. 5), 54 pounds, cream.			2.12
		do	perfection linen, cream laid.			1.36
35	6,000	do	5½ by 3½ inches, Crane's parchment vellum, cream.			3.74
		R. Carter Ballantyne, of Washington, D. C.	parchment vellum, 254-5, XX (R. & P.), cream.			2.65
36	3,000	do	5½ by 3½ inches, Marcus Ward & Co.'s royal Irish vellum, 121-6, white.			3.24
37	11,000	Easton & Rupp, of Washington, D. C.	5½ by 4½ inches, Crane's distaff linen (N. S. 5½), 64 pounds, cream.			5.90
38	18,000	do	5½ by 3½ inches, Hurd's royal vellum, 70 pounds, white.			3.20
		do	Crane's doeskin, 70 pounds (royal), white.			3.78
		do	Whiting's standard linen, 70 pounds (royal).			5.86
39	54,000	do	5½ by 4½ inches, Hurd's standard (N. S. 5½) 70 pounds, cream.			3.14
		R. Carter Ballantyne, of Washington, D. C.	Hurd's satin weave (N. S. 5½), 70 pounds, white.			3.71
40	20,000	do	5½ by 4½ inches, Marcus Ward & Co.'s royal Irish vellum, 151-13 and 121-13, cream or azure.			3.98
		Easton & Rupp, of Washington, D. C.	Crane's parchment vellum, 50 pounds, cream.			3.74
		do	Crane's parchment vellum, 70 pounds, white.			4.70
41	15,000	R. Carter Ballantyne, of Washington, D. C.	5½ by 4½ inches, parchment vellum, 254-5, cream.			2.95
		do	parchment vellum, 256-5, cream.			3.25
42	220,000	Easton & Rupp, of Washington, D. C.	5½ by 4½ inches, Whiting's consulate linen (N. S. 4½), white or azure.			4.66
		do	Crane's distaff linen, cream.			4.22
		do	Whiting's standard linen (N. S. 4½), 54 pounds, cream.			4.36
		do	Whiting's standard linen (N. S. 4½), 70 pounds, cream.			5.86
		do	Hurd's Irish linen, No. 65, white.			2.60
		do	our new linen, cream.			1.20
		do	perfection linen, 5-XX, cream.			1.50

No. 22.—Schedule of envelopes to be furnished the several Executive Departments of the Government, at Washington, D. C., during the year beginning July 1, 1897, under contracts made by the Postmaster-General, etc.—Continued.

Item No. of contract schedule.	Estimated number required.	Contractor.	Description of envelopes. (Weight stated, except "Miscellaneous," is per ream of paper of 500 sheets, 22½ by 30 inches.)	Tensile strength. (Figures indicate points of Morrison tester.)	Price per thousand.	
					Printed.	Plain.
			<i>Miscellaneous—Continued.</i>			
42	220,000	R. Carter Ballantyne, of Washington, D. C.	5½ by 4½ inches, Marcus Ward & Co.'s royal Irish linen, 211-13, cream or azure.	.....	.....	\$3.98
	.....do.....	.....do.....	Marcus Ward & Co.'s pure flax linen, 411-13, cream or azure.	.....	.....	3.24
	.....do.....	.....do.....	Marcus Ward & Co.'s royal Irish linen, 213-13, or 219-13, cream.	.....	.....	3.24
	.....do.....	.....do.....	pure Irish linen, 520-5, cream.	.....	.....	3.80
43	5,000	Easton & Rupp, of Washington, D. C.	5½ by 4½ inches, Crane's old style, white.	.....	.....	4.70
	.....do.....	.....do.....	Crane's old style bond, white.	.....	.....	5.80
		R. Carter Ballantyne, of Washington, D. C.	Bond (R. & P.), 300-5, white.	.....	.....	2.47
		.....do.....	pure Irish linen, 110-5, white.	.....	.....	2.47
44	1,000	Easton & Rupp, of Washington, D. C.	5½ by 4½ inches, Crane's superfine antique laid, 50 pounds, cream.	.....	.....	2.98
45	65,000	.....do.....	5½ by 4½ inches, Hurd's Egyptian linen, 16 pounds, cream.	.....	.....	2.20
	.....do.....	.....do.....	Hurd's Egyptian linen, 12 pounds cream.	.....	.....	2.00
		R. Carter Ballantyne, of Washington, D. C.	pure Irish linen, 160-5 (R. & P.), cream.	.....	.....	2.50
46	45,000	Easton & Rupp, of Washington, D. C.	4½ by 3½ inches, Whiting's consulate linen (N. S. 3½), white or azure.	.....	.....	4.00
	.....do.....	.....do.....	Crane's distaff linen, cream.	.....	.....	3.60
	.....do.....	.....do.....	Whiting's standard linen (N. S. 3½), 54 pounds, cream.	.....	.....	4.20
	.....do.....	.....do.....	perfection linen, 4-XX, cream laid.	.....	.....	1.40
		R. Carter Ballantyne, of Washington, D. C.	Marcus Ward & Co.'s royal Irish linen, 213-12, cream.	.....	.....	2.80
	.....do.....	.....do.....	Marcus Ward & Co.'s royal Irish linen, 211-12, cream.	.....	.....	3.49
	.....do.....	.....do.....	pure Irish linen, 420-4 (R. & P.), cream.	.....	.....	2.62
	.....do.....	.....do.....	pure Irish linen, 520-4 (R. & P.), cream.	.....	.....	2.95
47	1,000	Easton & Rupp, of Washington, D. C.	4½ by 3½ inches, Crane's bond, No. 25, cream.	.....	.....	4.46
	.....do.....	.....do.....	Crane's bond, No. 21, white.	.....	.....	3.96
		R. Carter Ballantyne, of Washington, D. C.	bond, 312-4 (R. & P.), white.	.....	.....	4.18

No. 22.—Schedule of envelopes to be furnished the several Executive Departments of the Government, at Washington, D. C., during the year beginning July 1, 1897, under contracts made by the Postmaster-General, etc.—Continued.

Item No. of contract schedule.	Estimated number required.	Contractor.	Description of envelopes. (Weight stated, except "Miscellaneous," is per ream of paper of 500 sheets, 22½ by 30 inches.)	Tensile strength. (Figures indicate points of Morrison tester.)	Price per thousand.	
					Printed.	Plain.
Miscellaneous—Continued.						
48	2,000	Easton & Rupp, of Washington, D. C.	4½ by 3½ inches, Hurd's Irish linen, 54 pounds, Princess, cream.	-----	-----	\$2.30
		.....do	Hurd's Cambridge linen, 54 pounds, Princess, cream.	-----	-----	1.06
		R. Carter Ballantyne, of Washington, D. C.	pure Irish linen, 520-4 (R. & P.), cream.	-----	-----	2.95
49	2,000	Easton & Rupp, of Washington, D. C.	3½ by 2½ inches, Hurd's Irish linen, 54 pounds (N. S. O.), cream.	-----	-----	1.70
		.....do	Hurd's Cambridge linen, 54 pounds (N. S. O.), cream.	-----	-----	1.54
		R. Carter Ballantyne, of Washington, D. C.	pure Irish linen, 520-1 (R. & P.), cream.	-----	-----	2.75
Cloth-lined.						
50	5,000	R. Carter Ballantyne, of Washington, D. C.	16 by 10 inches (to be made of 60-pound rope manila).	89	\$42.34	41.89
51	500	.....do	15½ by 10½ inches, white, open end.....	89	36.62	35.62
52	3,000	.....do	15½ by 9½ inches, azure.....	89	36.12	35.62
53	2,000	.....do	13 by 8½ inches, azure.....	89	27.90	27.40
54	2,000	.....do	11 by 9 inches, white.....	89	27.90	27.40
55	10,000	.....do	10½ by 4½ inches, white.....	89	12.14	11.09
56	2,000	.....do	10½ by 6 inches, white.....	89	18.90	18.40
57	1,000	.....do	10½ by 4½ inches, azure.....	89	12.19	11.09
58	25,000	.....do	10 by 5 inches, azure.....	89	13.30	13.00
59	16,000	.....do	10 by 4½ inches, white.....	89	11.30	10.90
60	1,000	.....do	9½ by 6½ inches, azure.....	89	18.90	18.40
61	55,000	.....do	9½ by 4 inches, azure.....	89	9.22	8.92
62	5,000	.....do	6½ by 4½ inches, azure.....	89	10.60	10.15
63	10,000	.....do	6½ by 3½ inches, azure.....	89	5.85	5.40
Manila.						
64	10,000	Springfield Envelope Co., of Springfield, Mass.	16 by 10 inches (rope manila), 100 pounds.	180½	10.50	9.50
65	27,000	.....do	15 by 12 inches, 100 pounds.....	145	7.70	7.20
66	1,000	.....do	15 by 11 inches, 100 pounds.....	145	9.72	7.72
67	31,000	.....do	15 by 10 inches, 100 pounds.....	145	7.25	6.50
68	10,000	The White, Corbin & Co., of Rockville, Conn.	15 by 9½ inches (rope manila), 100 pounds.	130-145	8.48	8.18
69	1,500	Springfield Envelope Co., of Springfield, Mass.	15 by 9 inches, 100 pounds.....	145	7.59	6.50
70	75,000	.....do	14 by 10 inches, 100 pounds.....	145	6.20	5.90
71	12,000	.....do	14 by 10 inches, 80 pounds.....	117	6.75	5.75
72	10,000	.....do	13½ by 8½ inches, 80 pounds.....	117	6.50	5.50
73	1,000	.....do	13½ by 6½ inches, 80 pounds.....	117	6.25	5.25
74	160,000	.....do	13 by 11 inches, 80 pounds.....	117	5.30	5.00
75	19,000	.....do	12½ by 10½ inches, 80 pounds.....	117	5.35	4.95
76	48,000	.....do	12½ by 9 inches, 100 pounds.....	145	5.19	4.89
77	60,000	The White, Corbin & Co., of Rockville, Conn.	12½ by 9 inches, 60 pounds.....	55-63	4.72	4.52
78	25,000	Springfield Envelope Co., of Springfield, Mass.	12½ by 6 inches, square lap, 80 pounds..	117	4.45	4.20
79	105,000	.....do	12½ by 5½ inches, 60 pounds.....	64	3.01	2.81

No. 22.—Schedule of envelopes to be furnished the several Executive Departments of the Government, at Washington, D. C., during the year beginning July 1, 1897, under contracts made by the Postmaster-General, etc.—Continued.

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					Printed.	Plain.
Manila—Continued.						
80	12, 000	The White, Corbin & Co., of Rockville, Conn.	12 by 10½ inches, 50 pounds	31-41	\$3.80	\$3.50
81	6, 000	do	12 by 10 inches, open end, 50 pounds....	31-41	3.50	3.20
82	3, 000	do	12 by 9½ inches, 50 pounds.....	31-41	3.75	3.25
88	125, 000	Springfield Envelope Co., of Springfield, Mass.	12 by 9½ inches, 80 pounds.....	117	4.10	3.90
84	1, 000	do	12 by 9 inches, open end, 60 pounds.....	64	4.75	3.75
85	25, 000	do	12 by 8 inches, 80 pounds.....	117	4.20	3.90
86	350, 000	do	12 by 8 inches, 60 pounds.....	64	3.25	3.05
87	35, 000	do	11½ by 9½ inches, 80 pounds.....	117	4.10	3.90
88	100, 000	do	11½ by 8½ inches, 60 pounds.....	64	3.40	3.20
89	46, 000	do	11½ by 7½ inches, 80 pounds.....	117	4.10	3.80
90	50, 000	do	11½ by 7 inches, 80 pounds.....	117	4.05	3.75
91	100, 000	do	11½ by 5 inches, 80 pounds.....	117	2.44	2.24
92	6, 000	do	11½ by 7½ inches, 100 pounds.....	145	5.00	4.31
93	25, 000	do	11 by 9 inches, 60 pounds.....	64	3.53	3.33
94	105, 000	do	11 by 8 inches, 60 pounds.....	64	3.24	3.10
95	5, 000	The White, Corbin & Co., of Rockville, Conn.	11 by 7½ inches, 50 pounds.....	31-41	3.19	2.89
96	75, 000	do	11 by 5 inches, 50 pounds.....	31-41	1.70	1.50
97	200, 000	Springfield Envelope Co., of Springfield, Mass.	10½ by 7½ inches, open end, 50 pounds...	42	2.95	2.75
98	360, 000	do	10½ by 7 inches, 60 pounds.....	64	2.85	2.65
99	8, 500, 000	do	10½ by 6½ inches, 40 pounds.....	38	1.59	1.39
100	4, 000	The White, Corbin & Co., of Rockville, Conn.	10½ by 6½ inches, 50 pounds.....	31-41	3.13	2.63
101	203, 000	do	10½ by 6½ inches, 50 pounds.....	31-41	1.73	1.53
102	103, 000	Springfield Envelope Co., of Springfield, Mass.	10½ by 4½ inches, ungummed, 80 pounds.....	117	2.05	1.85
103	15, 000	do	10½ by 8½ inches, 60 pounds.....	64	3.60	3.20
104	210, 000	do	10½ by 4½ inches, 40 pounds.....	38	1.37	1.17
105	2, 500	The White, Corbin & Co., of Rockville, Conn.	10 by 6½ inches, open end, 40 pounds....	25-36	1.97	1.47
106	1, 000	Springfield Envelope Co., of Springfield, Mass.	10 by 5 inches, double fold, 80 pounds..	117	6.25	5.25
107	53, 000	do	9½ by 6½ inches, 100 pounds.....	145	4.20	4.00
108	200, 000	do	9½ by 5½ inches, 50 pounds.....	42	2.28	2.08
109	1, 000	do	9½ by 4½ inches, 80 pounds.....	117	3.50	2.50
110	125, 000	do	9½ by 4½ inches, ungummed, 60 pounds.....	64	1.46	1.26
111	40, 000	The White, Corbin & Co., of Rockville, Conn.	9½ by 4½ inches, 40 pounds.....	25-36	1.17	.97
112	950, 000	do	9½ by 4½ inches, 36 pounds.....	23-26	1.08	.88
113	423, 000	Springfield Envelope Co., of Springfield, Mass.	8½ by 3½ inches, 60 pounds.....	64	1.30	1.10
114	50, 000	do	8½ by 3½ inches, ungummed, 60 pounds..	64	1.50	1.20
115	160, 000	The White, Corbin & Co., of Rockville, Conn.	8½ by 3½ inches, 28 pounds.....	15-20	1.05	.85
116	75, 000	Springfield Envelope Co., of Springfield, Mass.	8½ by 3½ inches, ungummed, 50 pounds..	42	1.14	.94
117	500, 000	do	8½ by 3½ inches, 36 pounds.....	25	1.04	.84
118	1, 300, 000	do	6½ by 3½ inches, 28 pounds.....	17	.88	.68
119	85, 000	do	6 by 3½ inches, 28 pounds.....	17	.68	.48
120	175, 000	do	5½ by 3½ inches, open end, 80 pounds.....	117	1.35	1.10
121	50, 000	do	5½ by 4 inches, open end, ungummed, 80 pounds.	117	2.52	2.20

No. 22.—Schedule of envelopes to be furnished the several Executive Departments of the Government, at Washington, D. C., during the year beginning July 1, 1897, under contracts made by the Postmaster-General, etc.—Continued.

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					Printed.	Plain.
Manila—Continued.						
122	80,000	The White, Corbin & Co., of Rockville, Conn.	5½ by 3½ inches, 28 pounds.....	15-20	\$0.60	\$0.49
123	100,000do	4½ by 2½ inches, 40 pounds.....	25-36	.71	.51
124	5,000do	4½ by 2½ inches, open end, 50 pounds....	31-41	.82	.52
125	1,000	Springfield Envelope Co., of Springfield, Mass.	2 by 2 inches, 50 pounds.....	42	2.67	1.67

REPORT
OF THE
FOURTH ASSISTANT POSTMASTER-GENERAL
FOR THE
FISCAL YEAR ENDED JUNE 30, 1897.



REPORT

OF THE

FOURTH ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
OFFICE FOURTH ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., October 26, 1897.

SIR: I have the honor to invite your attention to the following statement of the operation of this Bureau for the fiscal year ended June 30, 1897:

The Bureau consists of three divisions.

The Division of Appointments, wherein all papers relative to the appointment of postmasters are briefed, filed, and jacketed for the consideration of the Fourth Assistant Postmaster-General, the Postmaster-General, and the President.

The Division of Bonds and Commissions, in which all records pertaining to bonds and commissions of postmasters are kept.

The Division of Post-office Inspectors and Mail Depredations, which is in fact two divisions, though commonly designated as one, consisting of post-office inspectors, under charge of the chief post-office inspector, and the division of mail depredations, under charge of a chief clerk, where the records of all depredations upon the mails are kept.

THE DIVISION OF APPOINTMENTS.

A comprehensive view of the work of this division may be had by considering it under the following subdivisions:

- Appointments of postmasters;
- Establishment and discontinuance of post-offices;
- Deaths and resignations of postmasters;
- Changes in post-office names and sites;
- Complaints and charges against postmasters.

APPOINTMENT OF POSTMASTERS.

All correspondence and recommendations bearing upon the appointment of postmasters are referred to this division to be briefed, jacketed, and filed. For convenience the division is divided into sections of two or more States, and a clerk is put in charge of each of these sections, who has immediate charge of papers pertaining to the post-offices located in the States belonging to his section. These section clerks are under the supervision of the chief of the division. Books of record are kept showing by States the names of post-offices alphabetically

arranged, and the names of postmasters and the dates of their appointment and dates upon which they are commissioned. These records also show at a glance the names of the postmasters who have served at a given place for a number of years past.

A journal is kept by the chief of the division containing the daily record of all changes in postmasters, changes in the names of post-offices, showing the county and State in which the post-office is located, the name of the retiring postmaster and the name of the appointee, and the reason for the change; also a record of the establishment and discontinuance of post-offices. A condensed weekly report is made from this daily journal.

In the preparation of papers in the Appointment Division, post-offices are divided into two general classes—Presidential and Fourth-class.

A Presidential office is an office where the salary of the postmaster amounts to not less than \$250 per quarter for four consecutive quarters and the gross receipts for the same time amount to \$1,900. When an office has paid the above amount for four consecutive quarters, and the gross receipts have amounted to \$1,900 or more, it is then advanced to the Presidential class.

Presidential offices are divided into three classes—First, Second, and Third. A first-class office is one in which the gross receipts are over \$40,000 per annum, the salary of the postmaster of the same being from \$3,000 to \$6,000. A second-class office is one where the gross receipts amount to \$8,000 and not exceeding \$40,000 per annum, the salary of the postmasters of this class being from \$2,000 to \$2,900 per annum. A third-class office is one where the gross receipts are \$1,900 and not exceeding \$8,000 per annum, the salary of the postmaster being from \$1,000 to \$1,900 per annum.

Fourth-class offices comprise all offices where the receipts are less than \$1,900 per annum, or where the salary of the postmaster does not amount to \$250 per quarter for four consecutive quarters. Fourth-class offices are divided into three kinds—money order, limited money order, and nonmoney order. A money order office is one where money orders are sold in all sums not to exceed \$100. A limited money order office is one where money orders are sold in sums not to exceed \$5. Non-money order offices are offices that are not authorized to do a money order business.

Presidential postmasters are appointed by the President and confirmed by the Senate. Fourth-class postmasters are appointed by the Postmaster-General. Papers in all Presidential cases are prepared in the Appointment Division and submitted to the Fourth Assistant Postmaster-General, and by him to the Postmaster-General, who in turn submits them to the President with whatever recommendation he may have to make. When the Senate is in session the President sends the names of Presidential postmasters to the Senate for consideration. When these nominations by the President are confirmed by the Senate, notice of appointment is then mailed from the Bond Division to the appointee. After the bond of the newly appointed postmaster is filed and approved a commission is then issued. The commission dates from the date of confirmation, and is for a term of four years. When the Senate is not in session a vacation appointment is made. In vacation appointments cases are prepared for the consideration of the Postmaster-General and President in the same way as above stated. The President signs the appointment of the postmaster, notice and blank bond are immediately forwarded him, and upon the approval of the bond he is commissioned, which commission holds until the adjourn-

ment of the first session of the Senate following his appointment, or until his confirmation by the Senate, unless said commission is sooner revoked by the President.

When the Senate meets, the President sends in a list of all vacation appointments for consideration, and upon confirmation of any postmaster by the Senate his commission, as a postmaster appointed in vacation terminates, and upon the filing of a new bond he is commissioned for a term of four years from the date of the confirmation.

Fourth-class postmasters are appointed by the Postmaster-General. This class of cases is prepared in the Appointment Division and submitted by the chief of the division to the Fourth Assistant Postmaster-General, who initials the jackets authorizing the appointment of postmasters. Notice of appointment and blank bond are sent out by the Bond Division to the appointee, and upon the approval of his bond a commission is issued, signed by the Postmaster-General, dating from the date upon which the commission is issued.

ESTABLISHMENT AND DISCONTINUANCE OF POST-OFFICES.

In the establishment of post-offices it has been the policy of this bureau, since the beginning of the present Administration, to establish a new post-office wherever it is desired and it is shown that it will accommodate a reasonable number of people, the purpose being to give the people the most convenient mail facilities possible, believing that such a policy contributes to popular intelligence and good citizenship. When a substantial request is made for a new post-office, blanks covering the necessary inquiries are forwarded. When returned, favorable or adverse action is taken, as the good of the service may direct. The petitioners are always advised of the decision of the Department and reasons therefor.

In cases where an office ceases to be a public necessity, or it is impossible to secure a suitable postmaster, the office is discontinued; but before discontinuing the same a public notice is posted upon the door of the post office for fifteen days, stating that upon a certain day the office will be discontinued; and if in the meantime the people petition for its continuance, and present a suitable candidate for postmaster, the office is continued and the party whose name they present for postmaster is appointed.

DEATHS AND RESIGNATIONS OF POSTMASTERS.

Upon receiving the notice of the death of a postmaster a record of the same is made and the Division of Bonds and Commissions is notified, that the sureties may be officially advised as to how to proceed in the emergency until a successor to the deceased postmaster may be appointed. When the resignation of a postmaster is received it is filed and steps are at once taken to secure a successor.

CHANGES IN NAMES AND SITES.

In the naming of post-offices it is the policy of the bureau to give plain, simple names of a single word. This rule, however, is too frequently interfered with by local conditions. A sentiment emanating from some historical incident or some special business interests of the locality may create in the minds of the people a desire for some special name that does not conform to the rule, and in deference to this sentiment or

interest the bureau often finds it necessary to make exceptions to the rule.

In the changing of the site of Fourth-class post-offices it is the policy of the bureau to consult the greatest convenience of the largest number of patrons, and in many of these cases such bitter controversies over the location of the post office are aroused that it is found necessary to send an inspector to make a personal investigation of the matter.

COMPLAINTS AGAINST POSTMASTERS.

Complaints against postmasters are frequent. Whenever it appears from their nature that they are worthy of consideration, careful attention is given the same, and if the gravity of the case warrants, it is referred to an inspector for thorough investigation.

The following tables and explanatory notes in connection therewith give a comprehensive idea of the work done in the Appointment Division for the fiscal year.

OPERATIONS OF THE APPOINTMENT DIVISION.

Post-offices established, discontinued, advanced to Presidential grade, relegated to Fourth class, total number of offices, etc.

	June 30—		Increase.	Decrease.
	1896.	1897.		
Post-offices established	2,046	1,601		445
Post-offices discontinued	1,750	930		811
Net increase over previous year	296	662	366	
Fourth-class offices advanced to Presidential	180	158		22
Presidential offices relegated to Fourth class	39	22		17
Number of Presidential offices	3,635	3,762	127	
Number of Fourth-class offices	66,725	67,360	635	
Total number of offices	70,360	71,022	662	

APPOINTMENTS DURING THE YEAR.

	June 30—		Increase.	Decrease.
	1896.	1897.		
Presidential offices:				
On resignations	36	70	34	
On deaths	43	40		3
On expiration of terms	330	214		122
On removals	25	129	104	
On offices becoming Presidential	180	194	14	
Total number of Presidential appointments during the year	620	647	152	125
Fourth-class offices:				
On resignations	7,312	7,299		13
On deaths	798	722		74
On removals at expiration of four years' service	896	4,293	3,397	
On removals	420	822	402	
On offices relegated from Presidential to Fourth class	39	22		17
On establishments	2,046	1,601		445
Total number of Fourth-class appointments	11,509	14,759	3,799	549
Total number of appointments	12,129	15,406		

ESTABLISHMENTS, DISCONTINUANCES, AND CHANGES OF NAMES AND SITES.

Total number of post-offices established during the year	1,601
Total number of post-offices discontinued during the year	930
Total number of names and sites changed	1,067

TABLE A.—*Showing number of appointments of Presidential offices during the year, by States and Territories.*

States and Territories.	Resigned.	Commissions expired.	Removed.	Deceased.	Offices become Presidential.	Total number of cases.
Alabama.....		1	8		4	8
Arizona.....					1	1
Arkansas.....	4	4	1		1	10
California.....	2	4		1	8	12
Colorado.....	1	3	6	1	1	12
Connecticut.....		6			4	10
Delaware.....		2				2
Florida.....			2		4	6
Georgia.....	1	5	2	1	2	11
Idaho.....		1	1		5	7
Illinois.....	8	7	13	4	8	40
Indiana.....	8	6	16	1	5	36
Indian Territory.....			2		3	5
Iowa.....	2	23	6	1	16	47
Kansas.....	7	2	9	1	4	23
Kentucky.....	3	2	2		1	8
Louisiana.....		2	4		4	10
Maine.....	1	1	1		1	4
Maryland.....		2	1		1	4
Massachusetts.....	3	19	3	3	6	34
Michigan.....	1	5	4	1	10	21
Minnesota.....	1	10	4	1	16	32
Mississippi.....	1	4	2		1	8
Missouri.....	6	7	7	3	5	28
Montana.....		5	3		1	9
Nebraska.....		11	2		2	15
Nevada.....					1	1
New Hampshire.....		8				3
New Jersey.....		7	1	4	4	16
New York.....	3	13	6	5	12	39
North Carolina.....	2	3	1	2	4	12
North Dakota.....					6	6
Ohio.....	2	8	2		10	22
Oklahoma.....			1		1	2
Oregon.....					2	2
Pennsylvania.....	1	17	3	1	21	43
Rhode Island.....		3				3
South Carolina.....	1		1		1	3
South Dakota.....	2	1	2		2	7
Tennessee.....	2	2	2		4	10
Texas.....	4	9	3	4	4	24
Utah.....					2	2
Vermont.....	1	1	1		3	5
Virginia.....	1	5	3	1	4	14
Washington.....					2	2
West Virginia.....	2		4		1	7
Wisconsin.....		8	3	3	2	16
Wyoming.....		1	2	2		5
Total.....	70	214	129	40	194	647

NOTE.—The excess of appointments at offices becoming Presidential over the number of offices advanced to Presidential grade is occasioned by two or more appointments having been necessary, in several cases, on account of failure of confirmation by the United States Senate, in such cases another appointment having been made.

TABLE B.—Showing number of fourth-class appointments, establishments, and discontinuances, by States and Territories.

States and Territories.	Resignations.	Removals at expiration of four years.	Removals.	Deaths.	Relegated from Presidential.	Established.	Discontinued.	Total number of cases.
Alabama.....	215	117	17	23	.....	89	52	463
Alaska.....	2	1	.....	.....	.....	11	.....	14
Arizona.....	17	7	1	.....	.....	25	9	59
Arkansas.....	298	86	20	23	.....	68	43	533
California.....	146	34	12	9	.....	69	25	293
Colorado.....	80	3	3	6	1	46	26	163
Connecticut.....	35	21	10	7	1	4	1	79
Delaware.....	19	11	3	.....	.....	.....	.....	33
District of Columbia.....	3	.....	1	.....	.....	1	.....	6
Florida.....	133	42	5	16	.....	44	36	276
Georgia.....	267	127	10	34	.....	106	70	614
Idaho.....	62	26	6	3	.....	31	11	138
Illinois.....	265	165	45	34	.....	19	20	548
Indiana.....	296	372	68	29	.....	41	30	836
Indian Territory.....	130	21	3	7	.....	40	22	223
Iowa.....	191	180	47	13	.....	27	7	465
Kansas.....	216	123	32	10	1	17	25	424
Kentucky.....	369	206	26	32	.....	38	37	708
Louisiana.....	78	27	9	6	.....	42	17	179
Maine.....	90	139	10	21	1	24	8	302
Maryland.....	82	76	14	17	1	12	6	210
Massachusetts.....	43	32	6	10	1	7	6	105
Michigan.....	183	148	29	20	1	35	16	439
Minnesota.....	135	48	23	9	1	76	20	312
Mississippi.....	151	44	5	17	.....	45	20	282
Missouri.....	411	225	44	26	.....	51	63	810
Montana.....	61	14	4	.....	.....	40	18	137
Nebraska.....	99	50	14	4	4	14	13	198
Nevada.....	9	2	1	2	.....	8	7	29
New Hampshire.....	26	50	14	5	.....	5	.....	110
New Jersey.....	56	62	17	16	.....	9	.....	164
New Mexico.....	24	1	1	1	.....	14	7	58
New York.....	214	172	59	51	1	59	14	570
North Carolina.....	207	135	15	29	.....	13	36	455
North Dakota.....	63	14	4	4	.....	18	15	118
Ohio.....	269	233	46	24	1	39	19	631
Oklahoma.....	72	3	2	4	2	28	9	130
Oregon.....	107	41	5	6	.....	37	11	209
Pennsylvania.....	482	262	49	52	3	51	10	909
Rhode Island.....	6	4	3	2	.....	1	.....	16
South Carolina.....	94	13	2	13	.....	24	9	155
South Dakota.....	60	10	5	4	1	15	13	111
Tennessee.....	369	242	31	36	.....	67	31	776
Texas.....	288	41	8	16	.....	68	37	478
Utah.....	18	1	.....	3	.....	13	3	38
Vermont.....	56	78	20	5	.....	5	.....	167
Virginia.....	276	289	19	35	1	55	31	706
Washington.....	103	17	7	3	.....	26	20	176
West Virginia.....	246	165	11	21	.....	16	15	474
Wisconsin.....	133	104	27	12	1	32	14	323
Wyoming.....	24	6	3	1	.....	26	7	67
Total.....	7,299	4,293	822	722	22	1,601	929	15,688

TABLE C.—Number of Presidential offices in the United States, by classes, showing increase or decrease as compared with previous year.

States and Territories.	First class.	Second class.	Third class.	Total June 30—		In-crease.	De-crease.	Offices consolidated and discontinued.
				1897.	1896.			
Alabama	2	3	33	39	36	3		
Alaska			1	1	1			
Arizona		3	9	12	10	2		
Arkansas	1	5	33	39	38	1		
California	5	22	84	111	108	3		
Colorado	3	10	35	48	48			
Connecticut	5	20	56	81	78	3		
Delaware	1		10	11	11			
District of Columbia	1			1	1			
Florida	1	7	23	31	27	4		1
Georgia	4	7	35	46	44	2		
Idaho		1	13	14	10	4		
Illinois	10	45	202	257	251	6		
Indiana	8	33	104	145	140	5		
Indian Territory		1	10	11	8	3		
Iowa	8	26	180	214	204	10		
Kansas	3	17	106	126	125	1		
Kentucky	2	12	44	58	57	1		
Louisiana	1	4	20	25	22	3		
Maine	3	12	50	65	65			
Maryland	1	4	22	27	27			
Massachusetts	13	50	106	169	173		4	7
Michigan	7	30	121	107	164	3		
Minnesota	3	13	90	106	94	12		
Mississippi		5	37	42	41	1		
Missouri	3	19	117	139	134	5		
Montana	2	4	16	22	21	1		
Nebraska	2	9	80	91	93		2	
Nevada		1	7	8	6	2		
New Hampshire	2	8	36	46	40			
New Jersey	8	39	52	99	95	4		
New Mexico		2	10	12	12			
New York	17	84	222	323	312	11		
North Carolina		9	35	44	41	3		
North Dakota		2	23	25	21	4		
Ohio	11	54	139	204	197	7		
Oklahoma		3	14	17	18		1	
Oregon	1	3	20	24	23	1		
Pennsylvania	12	67	201	280	266	14		
Rhode Island	3	4	9	16	16			
South Carolina	1	3	27	31	29	2		
South Dakota		7	33	40	39	1		
Tennessee	4	5	40	49	47	2		
Texas	7	10	113	139	135	4		
Utah	1	1	6	8	7	1		
Vermont	1	8	33	42	41	1		
Virginia	3	13	44	60	58	2		1
Washington	3	3	26	32	31	1		
West Virginia	1	8	23	32	31	1		
Wisconsin	4	25	95	124	124			1
Wyoming		2	7	9	9			
Total	169	741	2,852	3,762	3,635	134	7	10

TABLE D.—Number of Fourth-class offices in the United States, showing money order, limited money order, and non-money order; also showing number established, discontinued, and the increase or decrease in Fourth-class post-offices as compared with previous year.

States and Territories.	Money order.	Limited money order.	Non-money order.	Total Fourth class.	Increase over 1896.	Decrease over 1896.	Established.	Discontinued.	Advanced to Presidential	Relegated.
Alabama	273	16	1,880	2,169	.....	16	39	52	3	.....
Alaska	4	.....	26	30	.....	11	11	.....	.....	.....
Arizona	34	1	150	185	14	.....	25	9	2	.....
Arkansas	224	31	1,469	1,724	23	.....	68	43	1	.....
California	518	43	932	1,493	41	.....	69	25	3	.....
Colorado	178	23	470	671	20	.....	46	26	1	.....
Connecticut	207	3	222	432	.....	4	1	4	1	.....
Delaware	36	.....	122	158	.....	.....	.....	.....	.....	.....
District of Columbia	6	.....	6	12	.....	.....	1	1	.....	.....
Florida	217	20	763	1,000	4	.....	44	36	4	.....
Georgia	332	24	2,014	2,370	34	.....	106	70	2	.....
Idaho	75	3	283	361	16	.....	31	11	4	.....
Illinois	941	40	1,298	2,279	.....	7	19	20	6	.....
Indiana	414	39	1,579	2,032	6	.....	41	30	5	.....
Indian Territory	81	8	377	466	15	.....	40	22	3	.....
Iowa	674	60	918	1,652	10	.....	27	7	10	.....
Kansas	538	44	970	1,552	.....	9	17	25	2	.....
Kentucky	296	16	2,261	2,573	.....	.....	38	37	1	.....
Louisiana	171	35	811	1,017	22	.....	42	17	3	.....
Maine	324	4	817	1,145	16	.....	24	8	1	.....
Maryland	245	1	892	1,138	4	.....	12	8	1	.....
Massachusetts	428	2	252	682	.....	2	7	6	4	.....
Michigan	597	40	1,215	1,852	16	.....	35	16	4	.....
Minnesota	381	46	950	1,377	44	.....	76	20	13	.....
Mississippi	226	19	1,407	1,652	24	.....	45	20	1	.....
Missouri	609	76	1,901	2,598	.....	7	51	53	5	.....
Montana	93	8	303	404	21	.....	40	18	1	.....
Nebraska	396	24	557	977	3	.....	14	13	2	.....
Nevada	29	8	134	166	.....	1	8	7	2	.....
New Hampshire	190	2	325	517	5	.....	5	.....	.....	.....
New Jersey	317	2	491	810	1	.....	9	4	4	.....
New Mexico	55	6	231	292	7	.....	14	7	.....	.....
New York	1,410	17	1,903	3,330	34	.....	59	14	12	.....
North Carolina	263	26	2,507	2,796	.....	26	13	36	3	.....
North Dakota	133	11	374	518	.....	1	18	15	4	.....
Ohio	898	60	2,140	3,098	13	.....	39	19	8	.....
Oklahoma	62	18	405	485	20	.....	28	9	1	.....
Oregon	176	29	594	799	25	.....	37	11	1	.....
Pennsylvania	1,300	33	3,402	4,735	27	.....	51	10	17	.....
Rhode Island	70	.....	59	129	1	.....	1	.....	.....	.....
South Carolina	160	7	1,079	1,246	13	.....	24	9	2	.....
South Dakota	185	19	423	627	1	.....	15	13	2	.....
Tennessee	272	25	2,314	2,611	34	.....	67	31	2	.....
Texas	558	83	1,986	2,627	7	.....	68	57	4	.....
Utah	75	8	225	303	9	.....	13	3	1	.....
Vermont	210	2	306	518	1	.....	5	3	1	.....
Virginia	375	10	2,789	3,174	21	.....	55	31	4	.....
Washington	189	27	559	775	5	.....	26	20	1	.....
West Virginia	200	8	1,516	1,724	.....	16	15	1	.....	.....
Wisconsin	652	32	1,035	1,719	17	.....	32	14	3	.....
Wyoming	32	2	238	272	19	.....	26	7	.....	.....
Total	16,329	1,051	49,880	67,260	604	69	1,601	929	153	22

The following table (E), with its comparisons, is very interesting. It shows the number of Presidential post-offices in the various States and Territories, and their numerical rank in the list, beginning with New York, the highest, which is numbered 1, and closing with Alaska (barring the District of Columbia), the lowest, which is numbered 51. It also shows the population of the States and Territories and the numerical rank of the same, and a comparison of rank in Presidential post-offices and in population. The number of Presidential post-offices in a State may be safely regarded as an index of the industry and commercial activity of its people. The number of Fourth-class post-offices may be largely controlled by local circumstances. The character of the

country roads in a State or Territory greatly influence the necessity of numerous post-offices for the convenience of the people in receiving their mails, and other similar circumstances may increase or decrease the number of Fourth-class post-offices, but the number of Presidential offices is fixed by the amount of business done by the people.

TABLE E.—Comparative statement showing the number of Presidential post-offices, by States and Territories, and the rank of each State; also the population of States, from most reliable estimates, and their rank.

States and Territories.	Presidential post-offices.	Rank in number of Presidential post-offices.	Estimated population from reliable sources.	Rank in population.
New York.....	323	1	6,827,300	1
Pennsylvania.....	280	2	5,785,624	2
Illinois.....	257	3	4,914,510	3
Iowa.....	214	4	2,125,000	12
Ohio.....	204	5	4,408,000	4
Massachusetts.....	109	6	2,621,148	7
Michigan.....	167	7	2,337,033	9
Indiana.....	145	8	2,625,000	8
Missouri.....	139	9	3,358,000	5
Texas.....	139	10	3,108,000	6
Kansas.....	126	11	1,334,698	25
Wisconsin.....	124	12	2,022,221	13
California.....	111	13	1,508,000	22
Minnesota.....	106	14	1,700,000	18
New Jersey.....	99	15	1,720,000	17
Nebraska.....	91	16	1,265,000	27
Connecticut.....	81	17	825,000	29
Maine.....	65	18	740,000	30
Virginia.....	60	19	1,750,000	16
Kentucky.....	58	20	2,221,282	10
Tennessee.....	49	21	1,861,550	14
Colorado.....	48	22	480,000	31
Georgia.....	46	23	2,200,000	11
New Hampshire.....	46	24	380,000	36
North Carolina.....	44	25	1,770,737	15
Vermont.....	42	26	340,000	38
Mississippi.....	42	27	1,525,100	21
South Dakota.....	40	28	365,000	37
Alabama.....	39	29	1,600,000	19
Arkansas.....	39	30	1,400,000	24
Washington.....	32	31	418,000	34
West Virginia.....	32	32	892,675	28
Florida.....	31	33	479,333	32
South Carolina.....	31	34	1,422,970	23
Maryland.....	27	35	1,584,305	20
Louisiana.....	25	36	1,300,000	26
North Dakota.....	25	37	225,000	43
Oregon.....	24	38	450,000	33
Montana.....	22	39	205,000	44
Oklahoma.....	17	40	275,587	40
Rhode Island.....	16	41	399,318	35
Idaho.....	14	42	150,000	47
Arizona.....	12	43	88,500	48
New Mexico.....	12	44	225,000	42
Delaware.....	11	45	170,700	46
Indian Territory.....	11	46	186,390	45
Wyoming.....	9	47	76,000	49
Nevada.....	8	48	47,000	50
Utah.....	8	49	261,222	41
Alaska.....	1	50	31,000	51
District of Columbia.....	1	51	280,800	39
Total.....	3,762			

TABLE F.—*Showing total number of Fourth-class post-offices, by States and Territories, in numerical order, and the average compensation of fourth-class postmasters.*

States and Territories.	Fourth-class offices.	Average compensation of postmasters.	Rank in number of fourth-class offices.	Rank in compensation of fourth-class postmasters.
Pennsylvania.....	4,735	\$175.00	1	24
New York.....	3,370	220.74	2	10
Virginia.....	3,174	106.02	3	44
Ohio.....	3,098	110.02	4	41
North Carolina.....	2,796	86.10	5	51
Texas.....	2,627	150.12	6	28
Tennessee.....	2,611	87.93	7	50
Missouri.....	2,586	155.51	8	27
Kentucky.....	2,573	99.21	9	47
Georgia.....	2,370	106.74	10	43
Illinois.....	2,270	238.41	11	7
Alabama.....	2,160	80.86	12	49
Indiana.....	2,032	116.78	13	38
Michigan.....	1,852	198.60	14	14
Arkansas.....	1,724	100.03	15	40
West Virginia.....	1,724	109.98	16	42
Wisconsin.....	1,719	184.32	17	21
Iowa.....	1,652	243.86	18	6
Mississippi.....	1,652	110.56	19	40
Kansas.....	1,552	189.21	20	19
California.....	1,493	205.77	21	12
Minnesota.....	1,377	198.44	22	15
South Carolina.....	1,246	102.32	23	45
Maine.....	1,145	189.45	24	18
Maryland.....	1,138	137.96	25	25
Louisiana.....	1,017	100.06	26	36
Florida.....	1,000	142.06	27	33
Nebraska.....	977	232.45	28	9
New Jersey.....	810	250.09	29	5
Oregon.....	799	140.91	30	34
Washington.....	775	148.70	31	29
Massachusetts.....	682	848.80	32	1
Colorado.....	671	194.25	33	22
South Dakota.....	627	200.16	34	13
Vermont.....	518	211.12	35	11
North Dakota.....	518	172.34	36	25
New Hampshire.....	517	234.42	37	8
Oklahoma.....	485	113.68	38	39
Indian Territory.....	460	146.05	39	31
Connecticut.....	432	285.16	40	4
Montana.....	404	185.65	41	20
Idaho.....	361	170.38	42	26
Utah.....	303	192.60	43	17
New Mexico.....	292	147.09	44	30
Wyoming.....	272	127.02	45	37
Arizona.....	185	195.16	46	16
Nevada.....	166	144.99	47	32
Delaware.....	158	176.36	48	23
Rhode Island.....	129	318.74	49	3
Alaska.....	30	97.17	50	48
District of Columbia.....	12	320.82	51	2
Total.....	67,260			

TABLE G.—Showing the gross receipts of post-offices, by States and Territories, arranged in order of rank in amount expended per capita in use of the mails; also the whole number of post-offices by States and Territories, and their respective ranks.

States and Territories.	Gross receipts at post-offices.	Amount expended per capita.	Rank of States in expenditure per capita.	Whole number of post-offices.	Rank in number of post-offices.
New York	\$14,506,582.16	\$2.12	1	2,658	3
Massachusetts	5,549,544.08	2.12	2	851	30
District of Columbia	555,616.41	1.98	3	13	51
Colorado	875,154.17	1.82	4	719	33
Connecticut	1,451,468.34	1.70	5	513	38
Nevada	77,061.80	1.64	6	174	47
Illinois	7,901,828.80	1.61	7	2,536	10
California	3,388,113.86	1.59	8	1,604	21
Montana	321,958.57	1.57	9	428	41
Vermont	530,120.08	1.56	10	560	36
New Hampshire	557,282.91	1.47	11	563	35
Rhode Island	561,734.83	1.41	12	145	49
Arizona	119,524.93	1.36	13	197	46
Wyoming	99,605.05	1.31	14	281	45
Pennsylvania	7,271,931.83	1.25	15	5,015	1
New Jersey	2,125,631.88	1.24	16	909	29
North Dakota	271,464.47	1.21	17	543	37
Washington	482,143.01	1.15	18	807	32
Ohio	4,930,448.15	1.12	19	3,302	8
Minnesota	1,904,264.07	1.12	20	1,483	22
Maine	925,653.50	1.12	21	1,210	24
Michigan	2,507,763.13	1.07	22	2,019	14
Idaho	158,666.27	1.06	23	375	42
Iowa	2,214,200.01	1.04	24	1,860	15
Missouri	3,482,229.16	1.04	25	2,725	7
Oregon	441,843.79	.98	26	823	31
South Dakota	344,467.19	.94	27	667	34
Wisconsin	1,908,463.89	.94	28	1,843	16
Kansas	1,254,271.41	.93	29	1,678	20
Utah	242,518.06	.93	30	311	43
Florida	434,916.75	.91	31	1,031	28
Delaware	153,480.98	.85	32	169	48
Nebraska	1,052,855.71	.83	33	1,068	26
Maryland	1,290,870.88	.80	34	1,185	25
Indiana	2,060,773.69	.79	35	2,177	13
Indian Territory	141,806.57	.78	36	477	40
Virginia	1,147,138.32	.68	37	8,234	4
West Virginia	548,083.96	.61	38	1,756	18
Louisiana	744,082.98	.57	39	1,042	27
New Mexico	127,437.97	.57	40	304	44
Texas	1,728,975.92	.56	41	2,766	6
Oklahoma	153,396.08	.56	42	502	39
Tennessee	1,022,366.71	.55	43	2,666	8
Kentucky	1,143,673.40	.51	44	2,631	9
Georgia	1,085,573.63	.49	45	2,416	11
Alabama	622,275.75	.39	46	2,208	12
North Carolina	681,354.87	.38	47	3,840	5
Arkansas	497,736.27	.36	48	1,763	17
Mississippi	492,313.54	.32	49	1,694	19
South Carolina	418,045.23	.29	50	1,277	23
Alaska	7,264.91	.23	51	31	50
Total	81,493,090.52	.....	.....	71,022	.....

TABLE H.—Total number of cases of all kinds made up and acted upon by the Bureau for the fiscal year ended June 30, 1897.

States and Territories.	Post-offices.				Fourth-class postmasters.			Presidential cases.					Total number of cases.	
	Established.	Discontinued.	Names and sites changed.	Appointments on changes of name and site.	Resigned.	Removed.	Deceased.	Resigned.	Commissions expired.	Removed.	Deceased.	Offices become Presidential.		Relegated to Fourth class.
Alabama	39	52	36	17	215	134	23	.....	1	3	.....	4	.....	507
Alaska	11	.....	1	1	2	1	.....	.....	.....	.....	.....	.....	.....	15
Arizona	25	9	5	4	17	8	.....	.....	.....	.....	.....	1	.....	65
Arkansas	68	43	55	31	298	106	23	4	4	1	.....	1	.....	603
California	69	25	19	13	146	46	9	2	6	1	3	1	.....	326
Colorado	46	26	16	9	80	6	6	1	3	6	1	1	.....	192
Connecticut	4	1	2	.....	35	31	7	.....	6	.....	.....	4	1	90
Delaware	.....	.....	.....	.....	19	14	.....	.....	2	.....	.....	.....	.....	35
District of Columbia	1	1	.....	.....	3	1	.....	.....	.....	.....	.....	.....	.....	6
Florida	44	37	39	21	133	47	16	.....	.....	2	.....	4	.....	322
Georgia	106	70	45	24	267	137	34	1	5	2	1	2	.....	670
Idaho	31	11	9	7	62	32	2	.....	1	1	.....	5	.....	154
Illinois	19	20	14	8	265	210	34	8	7	13	4	8	.....	602
Indiana	41	30	27	11	269	440	29	8	6	10	1	5	.....	899
Indian Territory	40	22	19	9	130	24	7	.....	.....	2	.....	3	.....	247
Iowa	27	7	5	3	191	227	13	2	22	6	1	16	.....	517
Kansas	17	25	31	18	216	155	10	7	2	9	1	4	1	477
Kentucky	38	37	16	7	369	232	32	3	2	2	.....	1	.....	732
Louisiana	42	17	21	3	78	26	6	.....	2	4	.....	4	.....	210
Maine	24	8	11	4	96	158	21	1	1	1	.....	1	.....	316
Maryland	12	8	9	6	82	90	17	.....	2	1	.....	1	1	222
Massachusetts	7	13	2	3	43	38	10	3	19	3	3	6	1	147
Michigan	35	16	17	3	183	174	20	1	5	4	1	10	1	466
Minnesota	76	20	21	12	135	71	9	1	10	4	1	16	1	364
Mississippi	45	20	51	33	151	49	17	1	4	2	.....	1	.....	311
Missouri	51	53	61	36	411	209	26	6	7	7	3	5	.....	899
Montana	40	18	15	10	61	18	.....	.....	5	3	.....	1	.....	161
Nebraska	14	13	25	13	99	64	4	.....	11	2	.....	2	4	234
Nevada	8	7	2	1	9	3	2	.....	.....	.....	.....	1	.....	32
New Hampshire	5	.....	2	2	36	64	5	.....	3	.....	.....	.....	.....	115
New Jersey	9	4	6	2	56	79	16	.....	7	1	4	4	.....	186
New Mexico	14	7	3	2	34	2	1	.....	.....	.....	.....	.....	.....	61
New York	59	14	39	9	214	231	51	3	13	6	5	12	1	647
North Carolina	13	36	41	26	207	150	29	2	3	1	2	4	.....	488
North Dakota	18	15	16	10	63	18	4	.....	.....	.....	.....	6	.....	140
Ohio	39	19	27	7	269	279	24	2	8	2	.....	10	1	679
Oklahoma	28	9	27	14	72	5	4	.....	.....	1	.....	1	2	147
Oregon	37	11	26	7	107	46	8	.....	.....	.....	.....	2	.....	137
Pennsylvania	51	10	18	7	482	311	52	1	17	3	1	21	3	967
Rhode Island	1	.....	2	1	6	7	2	.....	3	.....	.....	.....	.....	21
South Carolina	24	9	18	9	94	15	13	1	.....	1	.....	1	.....	176
South Dakota	15	13	19	8	60	18	4	2	1	2	.....	2	1	136
Tennessee	67	31	58	10	360	273	36	2	2	2	.....	4	.....	844
Texas	68	57	35	22	288	49	16	4	9	3	4	4	.....	577
Utah	13	3	9	5	18	1	3	.....	.....	.....	.....	2	.....	49
Vermont	5	3	2	.....	56	98	5	1	1	1	.....	2	.....	174
Virginia	55	32	49	36	276	35	1	5	3	1	4	1	.....	769
Washington	26	20	17	11	103	24	3	.....	.....	.....	.....	2	.....	195
West Virginia	16	15	38	20	246	176	21	2	.....	4	.....	1	.....	519
Wisconsin	32	15	31	20	133	131	12	.....	8	3	3	2	1	870
Wyoming	26	7	10	7	24	9	1	.....	1	2	2	.....	.....	82
Total	1,601	939	1,067	552	7,299	5,115	722	70	214	129	40	194	22	17,390

Total number of post-offices in the United States on June 30 of each year since 1790.

Year.	Num- ber.	Year.	Num- ber.	Year.	Num- ber.	Year.	Num- ber.	Year.	Num- ber.
1790.....	75	1812.....	2,610	1834.....	10,693	1856.....	25,565	1878.....	38,258
1791.....	80	1813.....	2,670	1835.....	10,770	1857.....	26,586	1879.....	40,588
1792.....	195	1814.....	3,000	1836.....	11,091	1858.....	27,977	1880.....	42,989
1793.....	209	1815.....	3,200	1837.....	11,767	1859.....	28,539	1881.....	44,512
1794.....	450	1816.....	3,450	1838.....	12,519	1860.....	28,498	1882.....	46,231
1795.....	453	1817.....	3,618	1839.....	12,780	1861.....	28,598	1883.....	46,820
1796.....	468	1818.....	4,000	1840.....	13,468	1862.....	28,875	1884.....	48,434
1797.....	554	1819.....	4,500	1841.....	13,778	1863.....	29,047	1885.....	51,252
1798.....	639	1820.....	4,650	1842.....	13,733	1864.....	28,878	1886.....	53,614
1799.....	677	1821.....	4,709	1843.....	13,814	1865.....	29,550	1887.....	55,157
1800.....	903	1822.....	4,043	1844.....	14,103	1866.....	23,828	1888.....	57,376
1801.....	1,025	1823.....	5,182	1845.....	14,183	1867.....	25,163	1889.....	58,999
1802.....	1,114	1824.....	6,150	1846.....	14,001	1868.....	26,481	1890.....	62,401
1803.....	1,258	1825.....	6,150	1847.....	15,146	1869.....	27,106	1891.....	64,329
1804.....	1,405	1826.....	7,300	1848.....	16,159	1870.....	28,492	1892.....	67,119
1805.....	1,558	1827.....	7,530	1849.....	16,749	1871.....	30,046	1893.....	68,403
1806.....	1,710	1828.....	8,450	1850.....	18,417	1872.....	31,863	1894.....	69,805
1807.....	1,848	1829.....	8,450	1851.....	19,796	1873.....	33,244	1895.....	70,004
1808.....	1,944	1830.....	8,686	1852.....	20,901	1874.....	34,294	1896.....	70,360
1809.....	2,012	1831.....	9,205	1853.....	22,320	1875.....	35,547	1897.....	71,022
1810.....	2,300	1832.....	10,127	1854.....	23,548	1876.....	36,382		
1811.....	2,403	1833.....		1855.....	24,410	1877.....	37,346		

The foregoing table is given as a matter of interesting statistics and shows the gradual increase in the number of post-offices from the time when mails were transported almost entirely by horseback to the present day of steam and electricity. The records of this bureau fail to give the number of offices in existence in 1813. With the exception of a slight decline in 1842, the table shows a steady increase from 1790 to 1859. Between the years of 1859 and 1870, owing to the disorganized condition of the postal service in the Southern States, caused by the rebellion, the steady advancement in the matter of offices was arrested, but from 1870 to the present time there has been a steady and rapid increase in the number of offices established, indicating the rapid progress our country has made, not only in population, but in material strength and power.

THE DIVISION OF BONDS AND COMMISSIONS.

In this division letters of appointment to newly-appointed postmasters are prepared, and with these letters there are sent to the appointees blank bonds and oaths for execution. A record is kept of the names of all postmasters, with the dates of their appointment and the names of their sureties.

BONDS.

All bonds, after execution, are sent to this division for examination and preparation for approval. Upon the approval of the bonds, commissions of postmasters of all classes are prepared; and, finally, the bonds are filed alphabetically by States. All questions touching the validity of a bond are reported from this division; and if for any reason the Department questions the validity of such bond, an inspector is directed to examine into the responsibility of the sureties. New bonds are required every four years. Upon the death of any surety the matter is at once reported to the Department, and the postmaster is notified from the Bond Division that a new bond is required.

Upon the establishment of a new office, a bond is required of the postmaster of the penalty of \$500. As the business of the office increases this penalty is from time to time increased. The increase is

based upon the amount of supplies carried in the office. When an office becomes of such size and importance as to require money-order facilities a new bond, covering the money order business, is required. The penalty of the bond for postal funds is determined from the report of the Third Assistant Postmaster-General, showing the amount of supplies furnished, and it is not expected that a postmaster will have stamps and other supplies on hand amounting to more than three-fourths of the penalty of the bond. The money order penalty is determined from the report of the money order division of the office of the First Assistant Postmaster-General. It has never been deemed necessary to require a bond to cover the entire value of the money orders placed in the hands of any postmaster. As each order represents \$100, it is readily seen that it would become a great burden upon a postmaster to give bond covering that amount. Postmasters are required to make their deposits promptly, and consequently should never have a greater amount of money order funds on hand than will meet the daily demands upon the office, and the amount of the bond is therefore fixed to cover possible contingencies.

A new bond is required from the postmaster upon the request of the Third Assistant Postmaster-General when he finds that the supplies ordered are greater than the amount covered by the bond. The various causes for which new bonds are required are as follows: Renewals at the end of every four years; upon the death of a surety of a postmaster; upon the request of a surety to be released from a bond; upon the report of an inspector that for any reason the bond is found to be insufficient, and upon the insufficiency of the penalty covering the postal and money order funds.

There is one class of money order offices in which bonds are required that is not generally understood. This is the class known as limited money order offices. Such offices are permitted to issue money orders only in a sum not to exceed \$5 each, and the penalty of the bond in such cases is therefore small.

In the table attached, showing the operations of the Bond Division, in the item "New bonds sent by the Postmaster-General" reference is had to bonds which were found to be insufficient upon examination made under the provisions of what is known as the Dockery Act. While for the fiscal year ended June 30, 1896, these amounted to 8,015 in number, the present report shows that for the fiscal year just ended the number amounted to only 648.

It is a matter of much gratification to note that the investigations by inspectors have revealed so few cases in which bonds have been insufficient.

SURETIES ON BONDS.

By the act of Congress approved August 13, 1894, authority was given the Departments in Washington to accept bonds executed by surety and trust companies for such Government officials as are required by law to furnish a guaranty for faithful performance of duty. This act has had a limited application to postmasters' bonds. The Postal Laws and Regulations require that every postmaster's bond shall be executed by not less than two sureties, and the Postmaster-General has insisted that at least one of them shall be a patron of the office in question. The bonds of surety and trust companies have been accepted in Presidential cases for half the penalty, provided the company was incorporated under the laws of the State in which the office is located.

Surety and trust companies are not accepted as bondsmen in Fourth-class cases, since the instances are rare where a worthy postmaster would be embarrassed in executing a bond of this grade. At least two sureties are required on every bond, and the aggregate amount in which these sureties qualify must be double the amount of the penalty of the bond. The aggregate amount of the penalties of all postmasters' bonds now in force is in round numbers \$125,000,000.

The penalties of the bonds which were approved during the fiscal year amounted to \$33,602,900. The loss sustained by the Government by reason of the invalidity of the bonds of postmasters amounted to but a very small per cent of the whole. Through the courtesy of the Auditor of the Treasury for the Post-Office Department I am permitted to say that for the fiscal year the losses from bad debts on insufficient bonds amounted to only \$6,986.29; on compromised debts the amount of the losses was \$2,856.92; making a total loss from bad debts of only \$9,843.21.

Where, for any reason whatever, a new bond is required of a postmaster, he is at once notified; and if he fail, after three notices, to furnish a new bond, he is reported for removal.

In addition to the bonds and oaths of office, there are a great many blanks and circulars sent out from this division. The whole number of blank forms in use in the division is 74. The number of all these sent out during the fiscal year was 127,716. There were 17,909 blank bonds forwarded to postmasters for execution; of these 4,755 were received incorrect, and were returned for correction.

The oaths of all clerks and assistant postmasters in all post-offices are filed in this division. Of these there were received and filed during the year 26,706. As these are of no value to the Department I can not understand why they might not be filed more properly with the postmaster and the Department notified of the fact.

The apparent discrepancy, as shown in the attached table, between the number of cases received from the appointment division and the number of appointment bonds examined and passed for approval grows out of the fact that all the cases made up for the discontinuance of post-offices and for changes of site have to be handled in the Bond Division as well as in cases of appointment.

It sometimes occurs that a postmaster resigns and the appointment of a successor does not immediately follow. In such cases, and also in cases of the death of postmasters, it devolves upon the bondsmen to select some one who shall act until a new appointment may be made. The bond of the postmaster is held to be in force until such time as the new appointee qualifies, receives his commission, and takes charge of the office.

RECORDS OF THE DIVISION.

For convenient reference a record of the bonds of Presidential postmasters is kept in two separate books. In the first of these the names of the postmasters are entered by States and Territories and in alphabetical order. In the other the names of postmasters are arranged alphabetically and according to dates of appointment.

In Fourth-class cases a record is kept of the bonds of all postmasters by States and counties. The offices are entered in alphabetical order on this record, and the books are known as county books. These books are made to show the dates on which the postmasters are commissioned.

REPORTS.

From the Bond Division reports of its operations are made, as required by law, as follows: Daily, to the division of post-office supplies, in the office of the First Assistant Postmaster-General; to the contract and equipment divisions, in the office of the Second Assistant Postmaster-General; to the stamp division, in the office of the Third Assistant Postmaster-General; and to the General Superintendent of the Railway Mail Service, in the office of the Second Assistant Postmaster-General, for publication in the Daily Bulletin. Weekly reports are made to the Superintendent of the Money-Order System, in the office of the First Assistant Postmaster-General; to the Superintendent of Free Delivery, in the same office; and to the Auditor of the Treasury for the Post-Office Department.

COMMISSIONS.

Three classes of commissions are issued, Presidential recess, Presidential confirmation, and Fourth class; and the preparation of these is assigned to the Bond Division. Commissions to postmasters of the Presidential class are signed by the President and countersigned by the Postmaster-General. Except in recess appointments, Presidential commissions are for a period of four years. Recess appointments are those made by the President during recess of Congress, and commissions issued upon such appointments are in force until the adjournment of the first session of the Senate after the appointment, or until such time as the Senate may confirm the appointee, if such commission is not sooner revoked by the President. Commissions to postmasters of the Fourth class are signed only by the Postmaster-General, and run for no definite length of time, but expire at the will of the Postmaster-General.

The work of the division has been largely increased by the operation of a provision of the legislative, executive, and judicial appropriation act for the fiscal year ended June 30, 1896, which provides for an examination into the validity of all bonds of postmasters once every two years, and for the renewal of all such bonds at the expiration of every four years.

Prior to the passage of this act the bonds of all postmasters of the fourth class, excepting those at money order offices, were deemed to be sufficient upon the certificate of the officer qualifying the sureties; and only in special cases was investigation made by the Department as to the responsibility of such sureties.

The examinations required under this provision are made through the force of post-office inspectors, and they necessarily entail upon that force, as well as upon the Division of Bonds and Commissions, a vast amount of additional work. Much added labor, of course, also devolves upon this division through the requirement for a renewal of all bonds every four years. Indeed, with the present force of the division it has been found impossible to keep this work well in hand. For this, as well as for the increase of labor in other branches, it has been necessary to use a detail of clerks from other bureaus of the Department. More assistance is required here, as in other divisions of this bureau.

FOURTH ASS'T—DIVISION OF BONDS AND COMMISSIONS. 795

Report showing the amount and character of work done in the Bond Division for the fiscal year ended June 30, 1897.

CASES RECEIVED.

Number of cases received from Appointment Division:

Presidential	740
Fourth-class money order	5, 018
Fourth class not money order	11, 338
Total.....	17, 096

BONDS APPROVED.

Number of bonds examined and passed for approval of the Postmaster-General:

Presidential	711
Fourth-class money order	4, 278
Fourth class not money order	8, 122
Total.....	13, 111

NEW BONDS.

New bonds sent by order of the Postmaster-General.....	648
New bonds sent for limited money order offices	136
New bonds sent upon request of sureties	902
New bonds sent upon request of postmasters.....	2, 006
New bonds sent upon request of Third Assistant Postmaster-General	62
New bonds sent upon report of post-office inspectors	820
New bonds sent for establishment of new money order offices.....	224
	4, 798

Less:

Number of new bonds sent, and for various reasons not yet returned.....	536
Whole number received	4, 262

Total number of new bonds received, reported, and filed:

Presidential	276
Fourth-class money order	1, 600
Fourth class non-money order	2, 386
Total.....	4, 262

NEW BONDS AND APPOINTMENT BONDS.

Total number of bonds received, reported, and filed:

New bonds.....	4, 262
Appointment bonds	13, 111
Total.....	17, 373

BONDS RETURNED.

Bonds returned for correction.....	3, 404
Duplicate bonds issued	1, 194

OATHS AND NOTICES.

Oaths received and filed	26, 706
Surety notices sent to the chief post-office inspector for investigation	7, 671
Post-office inspectors' reports on sufficiency of bonds received.....	7, 424
Number of blank oaths sent by request of postmasters.....	9, 410

INFORMALITIES REPORTED.

Number of postmasters reported by the Auditor for informalities or delinquencies	1, 596
Number of notices sent to sureties notifying them of failure of postmasters to comply with the postal regulations in making their returns to the Auditor, or of their delinquencies.....	4, 315

REPORT OF THE POSTMASTER-GENERAL.

Statement showing the number and character of the various reports made to the several bureaus of the Department for the fiscal year ended June 30, 1897.

Commissioned postmasters reported to the Auditor and Third Assistant Postmaster-General and for publication in the Postal Bulletin:

Presidential	711
Fourth-class money order.....	4, 278
Fourth-class non-money order.....	8, 123
Total.....	13, 111
New bonds reported to the Auditor.....	4, 262
New bonds reported to the Third Assistant Postmaster-General.....	1, 222
Number of discontinued post-offices reported to the Auditor and Third Assistant Postmaster-General.....	836
Number of acting postmasters reported to the Auditor and Third Assistant Postmaster-General.....	820
Number of acting postmasters reported to the Superintendent of the money-order system.....	315
Number of establishments and changes of name and site of post-offices reported to the equipment division, and to the division of post-office supplies.....	1, 281

DIVISION OF POST-OFFICE INSPECTORS AND MAIL DEPREDACTIONS.

In the several annual reports which have preceded this a detailed statement has been made of the organization of the inspectors force and the character of the duties performed by them, and by the Division of Mail Depredations. While omitting such details, it may be well to state that the chief inspector, with headquarters at this Department, is charged with the assignment to duty and general direction of all inspectors employed, as well as with the supervision of matters pertaining to this branch of the service. The territory of the United States has been apportioned in twelve divisions, each having an inspector in charge, who has the immediate supervision of the inspectors assigned to his division and the general direction of all matters referred to him. The results of field investigations and the correspondence from the field inspectors are transmitted to the Department through the several inspectors in charge.

As to the extent, variety, and importance of duties performed by the inspectors' force, it may be stated that they pertain to the examination of accounts, investigations as to the character and conduct of all classes of employees, locations and removals of post-offices, leases of premises for post-office purposes, detailed inquiries in all classes of complaints pertaining to postal matters, the detection of depredators upon the mails, the prosecution of all offenders against the postal laws, together with a multitude of miscellaneous investigations relating to matters which in any way appertain to the employees or to the equipment and business of the postal service.

In order that a complete record may be kept, every complaint received at this office is jacketed and briefed, and for the sake of convenience the complaints are divided into classes as follows:

A.—Complaints relating to the registered mail.

B.—Complaints relating to the ordinary mail, or that which is not registered.

C.—Miscellaneous complaints affecting the employees or business of the postal service.

D.—Highway robberies of the mail, robberies of post-offices, and other special depredations.

F.—Complaints affecting mail matter dispatched to or received from foreign countries.

R.—Matters pertaining to claims for rewards for the arrest and conviction of persons violating postal laws.

The total number of complaints of all classes received during the last fiscal year aggregated 111,621, and the total number disposed of was 112,679. The cases treated and closed during the last year were made up of 5,560 A cases, 65,955 B cases, 22,117 C cases, 3,615 D cases, 15,359 F cases, and 73 claims for reward. The total number of cases closed during the last fiscal year exceeds the total number closed during the previous year by 12,874. The fact that the number of cases closed during the last fiscal year exceeds the total number of complaints received during the same period by 1,072, is accounted for by the fact that there were on hand July 1, 1896, 34,453 cases previously referred. There were on hand undisposed of on July 1, 1897, 1,886 A cases, 23,355 B cases, 3,260 C cases, 645 D cases, 4,100 F cases, and 55 claims for reward, or a total of 33,301 cases of all classes.

From these figures it would appear that, although there were 3,584 more complaints received last year than during the previous year, the number of cases brought forward July 1, 1897, is 1,664 less than the number brought forward July 1, 1896.

The number and character of the complaints received during the last fiscal year, and the details of their treatment, are set forth in Exhibits A, B, C, D, E, F, G, H, and I, which are filed herewith and made a part of this report. These tabulated statements are complete within themselves, although a few explanatory comments in connection therewith may prove advantageous.

A CASES, OR CASES RELATING TO THE REGISTERED MAIL.

All complaints received referring to depredations upon or irregularities in the registered mail are included in Exhibits A, B, and C. Exhibit A shows the number and character of complaints received and referred for investigation. Exhibit B shows the number of complaints received, investigated, and closed within the last fiscal year, while the data in Exhibit C relates to cases received and referred during previous years, and which have been investigated and closed during the last year.

The number of this class of cases aggregated 5,626, of which 5,534 were referred to inspectors in the field for investigation, and 92 were treated directly in the office of the chief inspector. Five thousand three hundred and fifteen of these complaints related to registered letters, or first-class matter, and 219 complaints related to packages, or third and fourth class matter.

A comparison of the office records for the last two fiscal years shows that the total number of complaints affecting registered mail received during the fiscal year 1897 was 191 less than the total number of the same character received during 1896. The total number of pieces of registered mail handled during the fiscal year 1897 is estimated at 13,750,000.

In 4,275 registered cases which were referred, investigated, and closed during the last fiscal year it was found that in 2,755 cases no actual loss had occurred, and in 1,067 cases the full amount of the loss alleged was recovered, thus leaving only 453 cases in which losses were actually sustained, or 10.6 of the total number of cases referred, investigated, and closed during the last fiscal year. The same percentage applied

to the total number of complaints received (5,626) would indicate a total of 602 cases in which actual losses have been sustained.

These are results of actual investigations, and indicate that the employees of the postal service handled 13,750,000 pieces of domestic registered mail during the last fiscal year, with an average loss of only one piece in every 22,840 handled. It is gratifying to note a marked decrease in the percentage of losses as compared with the previous fiscal year, which showed a trifle less than 19 per cent of loss in the total number of cases referred and investigated, and an average of one piece in every 16,254 handled.

The following statement may be designated the annual balance sheet, setting forth in a condensed form the total of work received, completed, and on hand in this class of cases:

Recapitulation of A cases.

[Based upon the tabulated statements for the fiscal year ended June 30, 1897, together with actual count of A cases in the Post-Office Department July 1, 1897.]

Cases outstanding in hands of inspectors July 1, 1896.....	1,221	
Cases under consideration in the Department July 1, 1896.....	599	
Cases received and referred for investigation.....	5,534	
Cases investigated indirectly by the chief post-office inspector.....	92	
		<hr/> 7,446
Cases closed, previous-year cases.....	1,285	
Cases closed, current-year cases.....	4,275	
Cases under consideration in the Department July 1, 1897.....	627	
Cases outstanding in hands of inspectors July 1, 1897.....	1,259	
		<hr/> 7,446

B CASES, OR CASES REFERRING TO ORDINARY MAIL.

All matter deposited for transmission in mails, not registered, is designated as ordinary mail. This class of matter, as is well understood, constitutes by far the greater portion of the mails, and its dispatch, transportation, and delivery requires a large proportion of the services of the postal employees. Inasmuch as no record is kept of ordinary mail in transit, the locating of depredators upon this class of matter is much more difficult than where articles are registered.

Every possible safeguard is given the ordinary mail while in the custody of the Post-Office Department, and inspectors are as careful in their investigations relating to this class of matter as they are in locating depredations upon articles where a receipt is required from each employee handling the same. It must be remembered that it is much more difficult to locate the dishonest employee who depredates upon the ordinary mail than in the case with registered articles, and as a consequence the members of the inspectors force are frequently compelled to consume much time as well as to exercise great skill and perseverance in this class of investigations.

Although the public is continually cautioned as to the necessity for great care in the preparation of articles to be transmitted in the mails, the investigations of the last year have developed the usual number of letters which were deposited without being addressed, or in which the addresses were illegible, incorrect, or incomplete. Another matter which can not be too frequently impressed upon the public is the importance of reporting all irregularities and losses to this Department. It is upon such reports that the inspector must frequently base his plans of operation in locating and eliminating the causes of such losses and irregularities.

As shown in Exhibit D, there have been 66,778 complaints received at this office during the last fiscal year affecting the ordinary mail. Of this number 35,774 refer to letters and 31,004 refer to packages. This total shows an increase in number of 2,165, or a trifle over 0.03 per cent as compared with the number of cases of this class received during the year 1896.

In addition to the 43,423 cases which were referred and investigated during the last fiscal year, there were also 23,177 cases of the same class which had been received and referred in previous years, and which were closed during the last year, making a total of 66,600 B cases disposed of during the year 1897. Of this number it was shown that no loss had occurred in 10,448 cases, or a proportion of a little more than 1 in 6 of the total number of complaints investigated.

**C CASES, OR MISCELLANEOUS COMPLAINTS AFFECTING EMPLOYEES
OR BUSINESS OF THE POSTAL SERVICE.**

A reference to Exhibit E will show the number and character of this class of cases referred to inspectors for investigation during the fiscal year ended June 30, 1897, as well as the sources from which the requests for such investigations emanated.

It will be seen that the number of these references aggregated 19,296; of which 1,323 originated in the office of the First Assistant Postmaster-General, 218 in the office of the Second Assistant Postmaster-General, 434 in the office of the Third Assistant Postmaster-General, 15,977 in the office of the Fourth Assistant Postmaster-General (548 in the Appointment Division, 7,671 in the Division of Bonds and Commissions, and 7,758 in the Division of Post-office Inspectors and Mail Depredations), 288 in the office of the Assistant Attorney-General for the Post-Office Department, and 1,056 in the office of the Auditor for the Post-Office Department.

The following is a statement in detail showing the number of cases relating to violations of various sections of the Postal Laws and Regulations of 1893:

No. of section.	Subject.	Number of cases.
125	Irregularities on the part of postmasters in the sale of postage stamps, and	
211	false returns of cancellations.....	261
327	Evasion of payment of proper rate of postage.....	70
331	Lottery matter in the mails.....	24
333	Scurrilous and obscene matter.....	1,398
334	Use of mails for fraudulent purposes.....	1,203
675	Carrying mail by private express.....	32
695	Obstructing the mails.....	14
1420	Forgery of money orders.....	1
1430	Detaining, opening, or destroying letters.....	281
1432	Stealing mail.....	82
1451	Removing cancellations from postage stamps.....	212
	Other cases not classified as to sections violated.....	1,403
	Total.....	5,243

By reference to Exhibit F it will be seen that of the 19,296 cases referred to inspectors for investigation during the last fiscal year 16,609 were reported on and finally closed, leaving a balance of 2,687 cases referred during that period which were not closed. It would seem pertinent to state that of the number of cases remaining on hand 1,612 were referred for investigation during the last sixty days of the year, and under ordinary circumstances the time was hardly sufficient to enable

the inspectors to give them proper attention and return the same to the Department for closing.

From the recapitulation set forth in Exhibit G it will be seen that to the 19,296 cases referred to inspectors during the fiscal year under consideration there should be added 6,081 cases brought forward from the previous year, making a total of 25,377 to be accounted for. Of this total, 16,609 pertaining to the last fiscal year and 5,508 pertaining to previous fiscal years, or a total of 22,117, were closed, leaving 3,260 cases on hand July 1, 1897.

In addition to the foregoing there were 26 cases of complaints against postmasters and the management of post-offices which were treated directly from this office by correspondence.

Included in this class of cases are those relating to the collection of balances due on money order and general postal accounts, to the importance of which I desire to call particular attention. In this connection, the inspectors collected during the last fiscal year \$131,492.35 of the postal funds and \$170,236.74 of money order funds. To this should be added \$13,306.88 collected upon account of miscellaneous matters, making a total of \$315,035.97 collected by the inspectors during the year, which is \$15,035.97 more than the entire amount (\$300,000) appropriated for mail depredations and post-office inspectors during the fiscal year 1896-97.

D CASES, OR CASES REFERRING TO HIGHWAY ROBBERIES OF THE MAILS, ROBBERIES OF POST-OFFICES, AND OTHER SPECIAL DEPREDACTIONS.

Exhibit H embraces the class of cases which relate to the robbery and burning of post-offices, wrecking and burning and other casualties occurring to postal cars, highway robbery of mail trains, messengers, stages, etc. The investigation of this class of cases involves the pursuit, apprehension, and prosecution of the most desperate criminals, often necessitating the exercise of great personal bravery and skill on the part of the inspectors.

The following table is a comparative statement of the depredations and casualties treated in this class of cases during the fiscal years 1896 and 1897:

Year.	Robberies of—				Other causes.			
	Post-offices.	Mail trains and stages.	Mail messengers.	Letter boxes.	Postal cars burned or wrecked.	Post-offices burned.	Pouches lost.	Pouches cut or stolen.
1896.....	1,474	45	2	59	62	532	477	476
1897.....	1,573	29	1	75	53	500	486	451

The liberal rewards offered for the apprehension and conviction of stage and train robbers, together with the vigorous pursuit and prosecution of these outlaws by members of the inspectors' force, have doubtless been potent agencies in reducing the total number of highway robberies of the mails during the last year nearly 33 per cent as compared with the number of depredations of this class reported during the previous year.

An increase of nearly 7 per cent in the number of post-office robberies reported, and a trifle over 27 per cent in the number of street letter

boxes rifled, proves that criminals have turned their attention to this line of depredations. Our inspectors realize that it requires great energy and persistence to cope with this class of burglars and thieves; and while an increase in the number of inspectors is needed to successfully protect the mails from these depredators, yet with our present force we hope to check this increase of crime.

F CASES, OR CASES RELATING TO MAILS DISPATCHED TO OR RECEIVED FROM FOREIGN COUNTRIES.

Inquiries and complaints relating to international mail matter, forwarded to or from foreign countries, and in transit across the United States to a foreign country, are designated F cases. For the most part these cases are simply inquiries relative to the delivery of foreign matter which necessarily require considerable correspondence; but few need personal investigation by an inspector. During the year there were received 16,177 cases of this class, of which 10,605 related to registered matter, 5,440 to the ordinary mail, and 132 were of a miscellaneous nature. Nine thousand one hundred and fifty cases were reported from domestic sources, and 7,027 originated in foreign countries. In addition to the 16,177 cases received there should be added 3,282 cases which were on hand at the beginning of the fiscal year, making a total of 19,459 cases on hand and received during the year. Of this number 15,373 cases were closed. Investigation in 9,550 of these cases showed that no loss had occurred within the limits of the domestic service; 35 cases related to money-order and registered matter in which collections were made and the amounts so collected disbursed through this office; 22 cases affecting registered matter were closed as chargeable to burglary or burning of post-offices, and 130 cases were closed in which investigation failed to fix the responsibility for the losses, either in the United States or any foreign country. Of the 5,622 cases relating to ordinary matter, which were closed during the year, 2,122 were reported without loss; in 3,343 cases the losses could not be located; 23 cases related to international money orders; 45 cases affected lotteries, and 89 cases were of a miscellaneous character. At the end of the year there were 4,100 cases on hand partially investigated.

A considerable number of complaints were received which are known to relate to losses sustained by the wrecking of the steamships *Capulet* and *Ailsa*. The *Capulet* was wrecked June 22, 1896, on a voyage between Boston, Mass., and Halifax, Nova Scotia, and through this casualty most of the registered mail dispatched by that steamer to St. Johns, Newfoundland, was lost, although a number of registered articles were subsequently recovered from the wreck and delivered to the addressees. The *Ailsa* sank in New York Harbor February 29, 1896, and the registered mail which was on board at the time has not been recovered.

The number of inquiries and replies received during the year which required translation into English amounted to 10,335. Of this number 5,601 were translated in the foreign-mail division of the Second Assistant Postmaster-General's Bureau and 4,734 were translated by our own force. For the most part these translations were from the French and German languages, but there were quite a number in Spanish and Scandinavian.

The following summary of foreign cases shows the number and character of reports received, the number disposed of during the current

year, those remaining on hand from the previous year, and the cases which are now in an uncompleted condition:

Summary of F cases.

[Showing the number on hand, received, and disposed of during the fiscal year, and the number not completed at the beginning of the current year, July 1, 1897.]

Cases on hand July 1, 1896.....	3,282
Cases received during the year relating to registered matter.....	10,605
Cases received relating to ordinary matter.....	5,440
Cases received of a miscellaneous character.....	132
Total.....	19,459
Cases reported from foreign sources.....	7,027
Cases reported from domestic sources.....	9,150
Total.....	16,177
Cases closed, reported during the current year.....	12,128
Cases closed, reported in previous years.....	3,231
Total cases closed.....	15,359
Registered cases closed without loss in the domestic service.....	9,550
Registered cases, and money-order cases in which collections were made, and the amounts paid through this office.....	35
Registered cases closed, involving burglaries or burning of post-offices.....	22
Registered cases closed, relating to "rifling," not located.....	130
Total so closed.....	9,737
Ordinary cases closed without loss.....	2,122
Ordinary cases closed, loss not located.....	3,343
Cases relating to international money orders.....	23
Cases relating to lotteries.....	45
Other cases of a miscellaneous character.....	89
Total.....	5,622
Total number of registered cases closed during the year.....	9,737
Total ordinary and miscellaneous cases closed.....	5,622
Total cases remaining on hand, unfinished, July 1, 1897.....	4,100
Total.....	19,459

ARRESTS FOR OFFENSES AGAINST THE POSTAL LAWS.

The total number of arrests made during the fiscal year, as shown by Exhibit I, was 1,632. Of this number 105 were postmasters, 44 were assistant postmasters, 47 were clerks in post-offices, 11 were railway post-office clerks, 24 were letter carriers, 30 were mail carriers, and 11 others were employed in minor positions in the postal service.

The total number of post-office burglars arrested was 348, and the remainder of 924 were persons in no way connected with the postal service.

Of the total number arrested (1,632), 912 cases were disposed of in the United States courts, resulting in 583 convictions; 3 died awaiting trial and 2 escaped from custody, leaving 627 cases pending in the United States courts on July 1, 1897. In the State courts 62 cases were disposed of, resulting in 58 convictions and leaving 26 cases awaiting trial at the close of the fiscal year.

The following is a comparative statement of the depredations and casualties of this class for the past decade:

Year.	Number of post-offices.	Increase.	Post-offices burned.	Increase.	Post-offices burglarized.	Increase.	Burglars arrested.	Increase.
		<i>Per cent.</i>		<i>Per cent.</i>		<i>Per cent.</i>		<i>Per cent.</i>
1887.....	55,157		298		620		132	
1888.....	57,376	4	348	17	683	10	172	30
1889.....	58,099	3	371	7	849	24	184	7
1890.....	62,401	6	358	*4	873	3	131	*29
1891.....	64,329	3	444	24	868	0.5	178	36
1892.....	67,119	4	498	12	1,108	28	263	14
1893.....	68,403	2	520	6	1,195	8	228	12
1894.....	68,805	2	558	5	1,621	35	351	53
1895.....	70,064	0.3	532	*4	1,561	*2	423	23
1896.....	70,360	1	532		1,474	*1.06	470	1.1
1897.....	71,022	0.9	500	*1.06	1,573	0.9	419	*1.1
1887.....	55,157		298		620		132	
1897.....	71,022	28.7	500	67.8	1,573	153.8	419	217.4

* Decrease.

From these records it will appear that, while the number of post-offices in the United States has increased 28.7 per cent during the last decade, the increase in the number of post-offices destroyed during that period has been 67.8 per cent, while the number of post-office robberies has increased 153.8 per cent. This condition might appear somewhat alarming were it not offset by the fact that the number of burglars arrested shows an increase of 217.4 per cent.

REWARDS.

The marked increase in the number of post-office burglaries during 1894, when 1,621 robberies of this character were reported, impressed upon the Department the necessity for employing some heroic remedy to check this class of depredations, and as a result it was determined to offer standing rewards for the apprehension and conviction of post-office burglars. By this means a more general and hearty co-operation has been secured on the part of local officers, while at the same time the burglars themselves must appreciate the fact that they are now under the surveillance of the entire police and detective forces of the United States; and although the number of robberies reported during 1897 shows an increase over the number reported for the previous year, the aggregate is 48 less than were reported during 1894, while the total number of post-offices has been increased by 2,217.

The beneficial effects of the rewards offered by the Postmaster-General for the apprehension and conviction of post-office burglars, and the wisdom of continuing the same, can not be questioned.

During the fiscal year 1897, 129 claims for reward were filed. Of this number, 111 pertain to the robbery of post-offices and 18 to highway robbery of the mails on railroads and stage routes. Fifty-one of these claims were paid, 23 were disallowed, and 55 are still pending. The aggregate amount disbursed for rewards during 1897 was \$19,500. Of this sum, \$14,800 was for post-office burglars and \$4,700 for train and stage robbers. Of the total amount disbursed, \$1,950 was paid from the appropriation for 1895, \$11,350 from the appropriation for 1896, and \$6,200 from the appropriation for 1897.

Although only \$6,200 has been paid from the appropriation for rewards for 1897, leaving an unexpended balance of \$18,800 on July 1, 1897, it

must be remembered that a majority of the claims now pending pertain to offenses committed or arrests made during the last fiscal year, and if finally allowed must be paid from the appropriation for that year. In addition to the claims pending, a number of burglars have been arrested who were awaiting trial at the close of the year, and claims for rewards in these cases can not be filed until after conviction. The adjustment of these claims, all of which pertain to the fiscal year 1897, will doubtless consume the entire balance of \$18,800 available for that purpose. In this connection attention is called to the fact that the sum of \$11,350 has been disbursed during the last fiscal year from the appropriation for 1896. This disbursement is explained, as above indicated, by the fact that claims pertaining to the previous year were brought forward and finally adjusted and paid during the last year from the appropriation for 1896.

MONEYS RECEIVED AND RETURNED TO OWNERS.

A large amount of money is turned in to the Department annually by post-office inspectors, a portion of which is recovered from mail thieves or voluntarily returned by them or their friends, and the remainder is found loose in the mails or collected as a disciplinary measure from the employees of the service through whose neglect or carelessness losses have occurred. This money is disbursed to the owners through this office with as little delay as possible, and the amounts received and disbursed during the last fiscal year are set forth in the following tabulated statement:

RECEIPTS.

Balance remaining over from fiscal year 1896, representing collections made during that and previous years.....	\$2, 137. 55
Total amount recovered and collected (and received at the Department) during the fiscal year 1897.....	8, 426. 52
Total amount to be accounted for.....	\$10, 564. 07

DISBURSEMENTS.

Total amount restored to owners:	
In 694 Class A cases (reported losses in domestic registered mail)....	\$7, 290. 65
In 134 Class B cases (reported losses in ordinary mail).....	360. 17
In 26 Class C cases (reported losses from miscellaneous cases).....	180. 02
In 4 Class D cases.....	292. 55
In 35 Class F cases (reported losses in foreign registered and unregistered mail).....	259. 02
In 29 special cases (not regularly classified).....	592. 62
Balance remaining unexpended at the end of fiscal year 1897.....	1, 589. 04
Total.....	10, 564. 07

Comparative statement, by fiscal years, for the period from 1887 to 1897.

Year.	Amount on hand.	Net receipts.	Total to be accounted for.	Disbursements.	Balance.
1887	\$1, 625. 07	\$11, 548. 13	\$13, 173. 20	\$12, 622. 61	\$550. 59
1888	550. 59	12, 347. 57	12, 898. 16	12, 209. 93	688. 23
1889	688. 23	16, 406. 42	17, 094. 65	14, 511. 75	2, 582. 90
1890	2, 582. 90	17, 619. 81	20, 202. 71	14, 969. 17	5, 233. 54
1891	5, 233. 54	18, 908. 91	24, 142. 45	21, 365. 90	2, 776. 55
1892	2, 776. 55	16, 527. 79	19, 304. 34	17, 394. 92	1, 909. 42
1893	1, 909. 42	11, 754. 34	13, 663. 76	10, 585. 61	3, 078. 15
1894	3, 078. 15	13, 284. 66	16, 362. 81	11, 908. 25	4, 456. 56
1895	4, 456. 56	11, 628. 22	16, 084. 78	12, 801. 90	3, 282. 88
1896	3, 282. 88	7, 790. 64	11, 073. 52	8, 941. 97	2, 137. 55
1897	2, 137. 55	8, 426. 52	10, 564. 07	8, 975. 03	1, 589. 04
Total.....	28, 321. 44	146, 249. 01	174, 570. 45	146, 285. 04	28, 285. 41

INSPECTION OF POST-OFFICES.

I find that during the past four years no systematic effort has been made in the work of inspecting post-offices. It is true an order was made by direction of this bureau, on November 14, 1896, for an investigation of all Presidential post-offices, but other important work on hand prevented the carrying out of this order as effectually as was contemplated, and this was in a great measure due to the inadequacy of the force of inspectors.

The inspection of post-offices, next to that of locating depredators on the mails, is the most important work to which inspectors are assigned; and it is clearly apparent that this was the view taken when the name of "special agent" was changed to "inspector" some years since. It is contemplated making a more comprehensive effort in the inspection of post-offices, to the end that all Presidential offices may be inspected at least as often as once a year; and that all money-order post-offices may be subjected to the same treatment as frequently as the other work in hand will permit.

It is proposed in the cases of the larger offices to make the inspections more thorough than is required on the blank forms used for that purpose. In carrying out this proposed change, more time will necessarily be spent in the post-offices in the large cities, in their inspection, than has heretofore been the case.

The reason for making frequent inspections of post-offices are so numerous and so apparent that I do not deem it essential to mention them in detail. These inspections should be made not only for protecting the interest of the Department, but also in the interest of the patrons of the post-offices, in that postmasters may be properly instructed as to their duties so far as they relate to their obligations to the general public in the way of giving the very best service possible of attainment.

INQUIRY DIVISIONS.

In the larger post-offices a great majority of complaints of losses and irregularities are referred to the Inquiry Division for initial treatment by correspondence or otherwise. These divisions bear the same relation to the offices of inspectors in charge as the mailing and dispatching divisions in post-offices bear to the Railway Mail Service superintendents, who have a supervisory control over them.

BOOKS AND BLANKS.

An investigation of the methods of keeping the accounts of the inspectors division, both in the Department and at the different division headquarters, developed the fact that the system was not only unbusinesslike but unsafe, and as the result of this investigation a new set of books and blanks, which will greatly improve the methods of keeping the records of the division, is now being prepared, and will soon be in operation both in the Department and at the division headquarters.

THEFT BY RAILWAY POSTAL CLERKS NOT A CONTINUOUS OFFENSE.

It has frequently happened that railway postal clerks, who have been arrested for violations of the postal laws, have escaped punishment by reason of the fact that the railway lines on which they were employed

were embraced in two different judicial districts, which renders it impossible to always locate the venue.

NEW EDITION OF THE POSTAL LAWS AND REGULATIONS.

No edition of the Postal Laws and Regulations has been published since 1893. Since that time many new laws relating to postal subjects have been enacted, and many new rulings and regulations have been added, none of which appear in the volume now in use, but are published from year to year in the annual Postal Guide, making it cumbersome and voluminous. The urgent necessity for a new edition of the Postal Laws and Regulations is clearly apparent.

SPECIAL CASES.

The duties of post-office inspectors are varied. An inspector should not only be an expert accountant, but a man thoroughly familiar with every branch of the postal service in all of its detail operations. Frequently they are called upon to take charge of important post-offices in cases of defalcation and when the accounts are in a confused and almost unintelligible condition. The successful post-office inspector must not only have the qualifications referred to above, but he must also be a detective of superior skill, and that many of our inspectors have such ability in a high degree is demonstrated by the following incidents:

A ROBBERY BY COLLEGE STUDENTS.

A vault in the post-office at a certain college, located in the college library building, was wrecked by explosives on the night of April 6, 1897, and \$2,259 was stolen therefrom, indicating the presence of the professional burglar, for whose arrest a liberal reward was offered by the local authorities. But the inspector's suspicion, based alone upon the quantity of the explosive used, as evidenced by its disastrous effects, led him to follow the theory that it was the work of novices; and in pursuit of this line of thought a quiet investigation months later developed that a 17-year-old son of the aged postmaster, who was also secretary of the college, and who was well known for his own sterling honesty and integrity, was indulging in expenditures far beyond his means, such as the purchase of diamond rings, etc., and that since the closing of the school he had been sending numerous express packages to a chum in a distant city, whose association had also brought him under suspicion. When confronted with these circumstances and flatly accused, the boy strenuously denied all knowledge of the crime, and successfully withstood a "sweating process" of two hours' duration in a manner hardly to have been expected from one of his years; but he immediately availed himself of the opportunity to convey a note of warning to his partner (which opportunity the inspector considerably afforded him by a temporary release), and was neatly trapped by an interception of his communication, which resulted in bringing the boys together and in obtaining a complete confession from each, and also in the recovery of \$1,565 of the stolen money.

The robbery was planned and executed by these two lads, as follows: The safe was unlocked by the postmaster's son, who knew the combination and who withdrew the money, after which the other placed a stick of dynamite on the lock behind the vault door, which he closed, lighted the fuse, and fled before the explosion occurred, which gave the job a professional aspect, and which later was the cause of the arrest

of two notorious "safe blowers" by private detectives, who sought to connect them with the burglary.

This crime, which destroyed the happiness of two of the most respectable families in the State, seems all the more strange on account of the utter lack of an actuating motive to prompt the deed, as the participants were college associates, bearing good reputations at home and abroad, and who were furnished with ample means for all their needs by indulgent parents.

THE YAROWSKY GANG.

The above case refers to the robbery of a post-office, but the duties of the inspector are not alone confined to this class of criminals. The purpose of the criminal may be to swindle a citizen in a mercantile transaction or a business enterprise, and if he uses the mails in consummating his design it comes within the scope of the inspector's duty to apprehend him in his purpose. This is illustrated by the suppression of a band of a dozen Polish Jews, known as the "Yarowsky gang," who had successfully conducted big swindling schemes in western Pennsylvania since 1889, resulting in very extensive losses to the wholesale merchants and manufacturers of the North and East, by a Philadelphia inspector, whose attention was attracted to these parties by their illegal employment of the United States mails in the transaction of a fraudulent business.

The carefully planned methods and the systematic execution of the work of these keen rascals proved them most elusive individuals. The leaders of the gang were Charles, Harry, and Abe Yarowsky, brothers, and Charles Rubinsky, one of whom would, under an assumed name, open a store in a small town, where he would at first pay cash for small orders of goods, and by making false reports to commercial agencies would succeed in obtaining a satisfactory business rating as the basis of future operations. Then would follow an onslaught upon the susceptible victims who filled his numerous orders. While boots and shoes seemed to be their most desirable articles of "purchase," yet they branched out into wagons, spices, law books, pianos, refrigerators, typewriters, and safes, and, in fact, neglected no industry which could be successfully "touched." When the goods arrived at the depot they would be immediately reshipped, after obliterating the marks, to some unimportant station, and there carted to a storehouse in a mountain retreat near Shenandoah, Pa., and would be eventually disposed of through the medium of the Polish Jew peddler. Dunning letters were ignored and personal visits from creditors were useless, as the party in whose name the business was being conducted could never be found. When closely pressed and safety demanded seclusion, an instantaneous change of base would occur; the goods in stock would be sold by the sheriff, under judgment confessed, to a friend, and the operator would seek greener fields and fresher victims under another name. In Catawissa, Pa., the manager of the business was known as Conrad Herring; at Lykens, as Bernard Wilson; at Nanticoke, as Charles Sherman; at Berwick, as Harry Miller; at Bloomsburg, as John H. Schmidt; and at Danville, as Bernard Wagner. Much of the convicting evidence which carried these swindlers to the penitentiary, where Charles Rubinsky died, was secured by the inspector on a midnight trip when cautiously following a load of the plunder to its hiding place in the mountains.

PROFESSIONAL BURGLARS AND ROBBERS.

One of the most successful and probably the most important enterprises in which our inspectors participated during the year was the

capturing and breaking up of a band of burglars and bank robbers who had their headquarters at Hanover, Kans. During the summer and fall of 1896 the indiscriminate robberies of post-offices, depots, and banks in the northern counties of Kansas and the southern section of Nebraska were of such frequent occurrence as to keep the law-abiding portion of those communities in a state of perpetual excitement and terror. It was plain that the region was infested with an organized gang of burglars. A detail from the inspector's force was directed to cooperate with a special agent of the Missouri Pacific Railroad Company and the State authorities in a united effort to locate the depredators and place them behind the bars. Instructions were given to secure their apprehension, if possible, and to assist in their prosecution for the commission of any offense for which they could be held, whether for post-office robbery or not. At Hanover, Kans., A. A. Baird, alias "Big Al.;" E. J. Fuller, and Fred Whitling were arrested for robbing a bank at Davenport, Nebr., on November 13.

Fuller is an all-round crook; Baird, whose real name is Connelly, served a term in the Sioux Falls Penitentiary, under the name of Arthur Inman, for the robbery of the post-office at Wentworth, S. Dak.; while Whitling, the captain of the gang, is a saloon keeper and a "fence" at Hanover, his "dive" being the easy resort and haven of refuge for such characters as Baird and Fuller, "Syracuse Slim," "Jimmie Burns," and "St. Louis Sam," and other noted criminals of record. It is stated that it was not a very uncommon occurrence to see from twenty-five to thirty crooks in Hanover at one time, when it was their practice to take their plunder over to St. Joe and Grand Island roundhouse and there dispose of it by sale to certain citizens of the village. Jim Burns and "St. Louis Sam" were subsequently arrested for different offenses, when the former was recognized as one of the men who murdered Nick Yager, late marshal at Tablerock, Nebr., while attempting the arrest of Burns and a companion in the early summer, for which crime Burns is now serving a six-year sentence.

All of the parties named, with a single exception, have been tried, convicted, sentenced, and imprisoned for long terms by the State courts, and it is probable that two or more of them can be indicted for the robberies of the post-offices at Hollenburg, Kans., Belleville, Kans., and Hebron, Nebr.

The importance of this work is easily seen in the fact that not a single post-office robbery in this territory was reported for months after these arrests, while they had previously averaged two a week.

THE LARAWAY CASE.

Probably no arrest and conviction during the year illustrates more perfectly the patience, perseverance, and skill of our post office inspectors in protecting the mail from depredations than that of Harry Laraway, who was not an employee of the postal service, but of the Grand Trunk Railway Company. His depredations were particularly embarrassing to the Government, however, as they were confined to the Canadian-American mail, to which he had easy access at the depot in Detroit, when in his care at night while waiting to make connection with the western trains. His method was to rip open the canvas mail bag, and extract a package of letters therefrom, then sew the rent and send the bag on to its destination. In this way the pouch was never missing, and only part of the contents failed to arrive as addressed, which made it very difficult to locate the thief; for the depredations might have occurred at either the mailing or distributing office in Canada, on the

Canadian mail trains, at the transfer office in Detroit, on the American postal cars, or at the office of destination. It was a most perplexing case to unravel, for the ripping of the seams and the resewing were very deftly done, and would escape any but the most minute inspection.

After many plans had been formed, many experiments made, and many theories exhausted as to the source of these depredations, which had occasioned months of hard work, mental anxiety, and worry to the inspectors, and an immeasurable amount of trouble, inconvenience, and business complications to the general public and the banking institutions of this country and Canada, it was discovered one day, when a Canadian bag arrived, that it had been repaired in one of its seams with a yellow thread, quite unlike the kind with which the bag was originally sewed. It was ascertained that no such thread was used at the repair shops, and a close examination showed that the rip was large enough to admit the passage of a package of letters. This slender clue was followed diligently, but it was weeks before the case was brought to a successful termination. Postal clerks were tested and watched, transfer clerks in both Detroit and Chicago were kept under close espionage. The mail bags were shadowed from the time they were unloaded from the car in Chicago until they were delivered in the Chicago post-office, and were most closely examined after received. In the meantime the inspector, who was watching with equal anxiety and vigilance at Detroit, became satisfied that Laraway was causing the trouble, as a quiet search of his room and of the clothing therein revealed the presence of small ravelings of yellow thread, and the remainder of the work was simply a question of time and patience. A hole was bored in the floor of the mail room, under which the inspector crawled and watched. His efforts were at last rewarded by plainly seeing Laraway commit the theft as before recited; and it was well that his evidence was direct rather than circumstantial, and that there was not the slightest slip in the chain, for the case was most bitterly fought at the trial, which resulted in Laraway's conviction.

RECOMMENDATIONS.

In conclusion, I have the honor to submit the following recommendations, some of which were made by my predecessor in his last annual report:

That the statute relating to bail bonds be so amended as to make the bond a lien against the property scheduled therein, in order to avoid the immediate transfer of such property and other chicanery often resorted to by criminals and their friends in their efforts to defeat the ends of justice. Such a law is now extant in the State of Iowa.

That section 211, Postal Laws and Regulations of 1893, be amended so as to provide also for the punishment of assistant postmasters or clerks who shall make false claims of cancellation.

That a severer penalty be provided for employees of the service who may be found guilty of embezzling or destroying newspaper mail.

That articles found loose in the mails be sent to the office of the inspector in charge of the division in which such articles are found, for identification with complaints of losses on file in his office; such articles to be held at division headquarters for one year, and if not identified within that time to be forwarded to the Dead-Letter Office.

That the Inquiry Division of the post-offices in the larger cities where there is a division headquarters be placed under the direction of the respective inspectors in charge of such divisions. This, I am satisfied, would result in saving much time, labor, and expense.

An amendment to the statute making depredations by railway postal clerks a continuous offense, in order to avoid the difficult task of proving in which particular judicial district the offense was committed.

That more stringent statutes be enacted covering "green goods" and obscene matter, and in this connection the amending of section 334, Postal Laws and Regulations of 1893 (R. S., sec. 5480), relating to "green goods" and schemes to defraud, making these offenses continuous, as is now the law concerning lottery cases under section 331, Postal Laws and Regulations of 1893, as amended, the purpose being to avoid obstructions to and miscarriage of justice incident to trials in some large cities, where criminals have many friends and sympathizers.

That inasmuch as twenty inspectors, heretofore paid from the proceeds of the money order business, are now paid from the appropriation for mail depredations and post-office inspectors, I recommend an increase of \$30,000 in said appropriation for the fiscal year ended June 30, 1899.

That steps be taken at as early a day as practicable to provide a new edition of the Postal Laws and Regulations.

That, in order to provide greater safety and security to letters sent in the registered mails, both foreign and domestic, a special stamped envelope of superior material, of the denomination of 10 cents, be adopted; and that all persons who desire to register letters be induced to purchase these envelopes at the face value of the stamp, as is now the case with postal cards. The number of accidents and losses which now happen to registered letters, especially to those of the foreign class, on account of the inferior envelopes generally used, would certainly seem to justify this recommendation.

That the subject of the use of postage stamps as currency be taken up and considered, with the view of effecting some legislation, which, if it would not entirely do away with them as a medium of exchange, may at least curtail the extent of their use in this manner.

Very respectfully,

J. L. BRISTOW,

Fourth Assistant Postmaster-General.

THE POSTMASTER-GENERAL.

EXHIBIT

States and Territories.	No loss.								Total.	
	"O. K." No cause for complaint.	Improper address.	Improper dispatch.	Carelessness of postal employees.	Unavoidable delay.	Other causes.	No inclosure.	Not rifled.	No recovery.	Total.
1	2	3	4	5	6	7	8	9	38	39
Alabama.....	21		1	10		2		15	6	111
Alaska.....				1		2			1	3
Arizona.....	7			3				2	1	17
Arkansas.....	46		2	11		8	5	30	13	175
California.....	25			23	2		1	9	7	76
Colorado.....	31			8		5		6	5	70
Connecticut.....	27		3	8		4	1	8	2	61
Delaware.....				1		1		1	1	5
District of Columbia.....	101					7		3		115
Florida.....	14			5		4	1	11	8	66
Georgia.....	25			9		5	1	13	6	110
Idaho.....	11			1		4		8	2	35
Illinois.....	73			9		16	3	33	25	217
Indiana.....	23			1		9	5	20	15	148
Indian Territory.....	11			6	1	5		9	9	70
Iowa.....	33			4		2	2	10	6	69
Kansas.....	22			4		4	1	11	5	60
Kentucky.....	26	1		8		6	2	17	18	115
Louisiana.....	31		4	13	1	4		20	27	140
Maine.....	9			5				2	1	19
Maryland.....	17			1		10		7	11	68
Massachusetts.....	26			16		5		6	2	66
Michigan.....	20		1	4		6	1	14	3	62
Minnesota.....	35			7		5		12	5	78
Mississippi.....	46	1		15		10	3	36	25	222
Missouri.....	58	1		17	3	14	1	41	20	203
Montana.....	16		2	4		2	1	16	2	49
Nebraska.....	17			5	1	6		15	4	56
Nevada.....									2	4
New Hampshire.....	6			4				4	2	18
New Jersey.....	16			9		5	1	7	1	44
New Mexico.....	14			1		2		1	10	44
New York.....	105		1	20		24	2	30	35	268
North Carolina.....	17			1				16	9	64
North Dakota.....	18					3	2	2	2	30
Ohio.....	45	1	2	12		16	3	20	32	210
Oklahoma.....	14			3		2	2	7	8	45
Oregon.....	14			6		1		6	21	51
Pennsylvania.....	54	2	3	26	1	20	1	49	29	262
Rhode Island.....	3			4		1		20	1	10
South Carolina.....	11			3	1	3		5	1	48
South Dakota.....	11			1			1	3	5	26
Tennessee.....	20	1		8	1	10	3	17	5	96
Texas.....	60	2		24		18	2	34	23	210
Utah.....	10			5				3		27
Vermont.....	2			2	1			1	1	7
Virginia.....	32			7		4		20	17	114
Washington.....	13			7		1		8	5	43
West Virginia.....	14			11	1	3		11	5	87
Wisconsin.....	26			1		6		7	5	53
Wyoming.....	12					2		3	4	28
Grand total.....	1,288	9	19	354	16	273	46	629	453	4,275

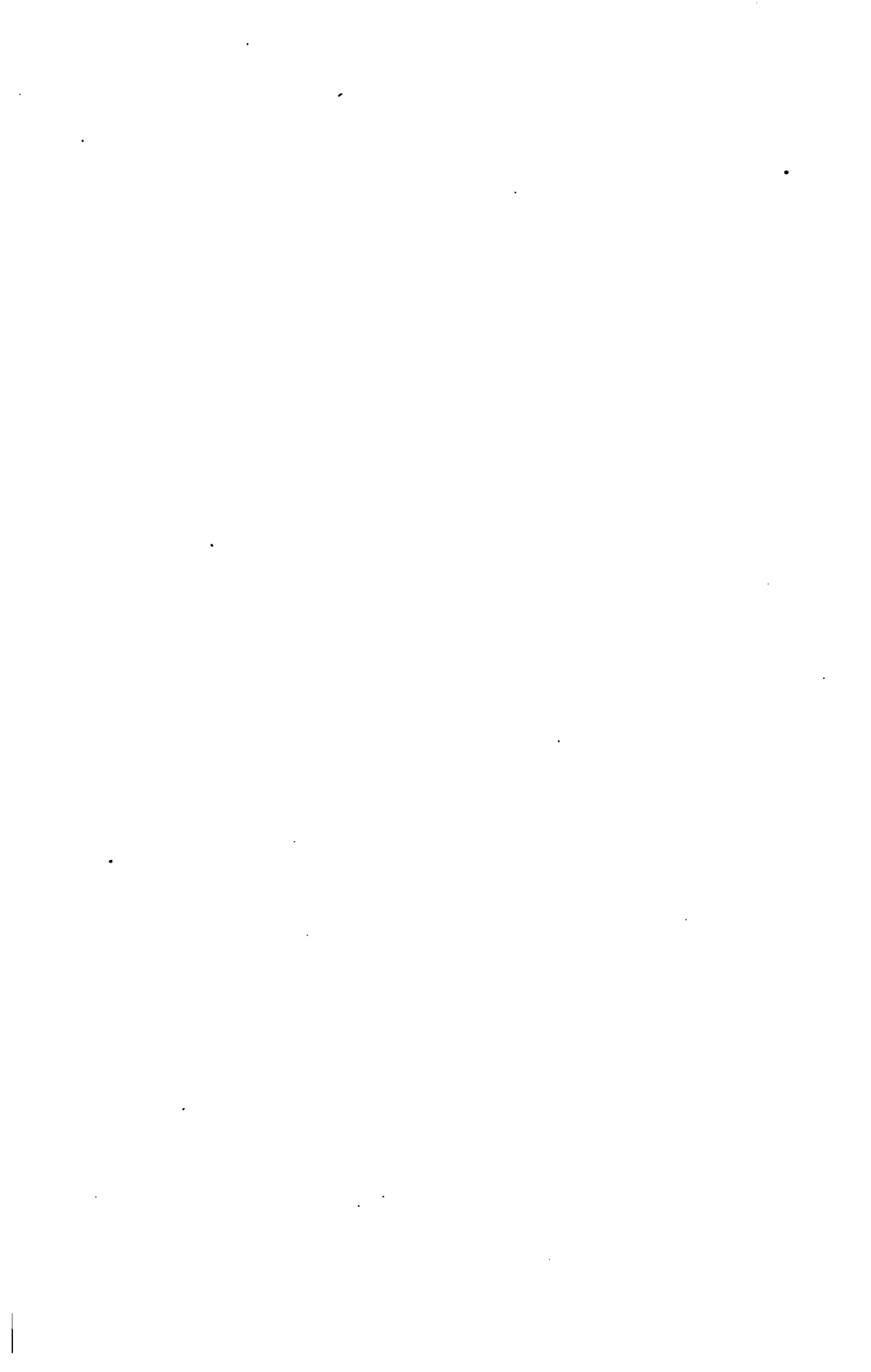


EXHIBIT C.—Rec

States and Territories.	"O. K." No cause for complaint.	No loss.						No recovery.		Total.
		Improper address.	Improper dispatch.	Carelessness of postal employees.	Unavoidable delay.	Other causes.	No inclosure.	No recovery.	Total.	
1	2	3	4	5	6	7	8	9	10	11
Alabama	1		1			5	1	1	9	54
Alaska								1	1	2
Arizona	1							1	1	6
Arkansas	4							5	23	44
California	5					5		1	10	33
Colorado						2			4	19
Connecticut	2								2	7
Delaware									1	2
District of Columbia	10					5			5	20
Florida			1			4		6	6	28
Georgia	9	1	1			5		14	10	67
Idaho	1					1				4
Illinois	9					9		5	16	62
Indiana	2							4	5	27
Indian Territory								1	6	14
Iowa	2					3		4	3	23
Kansas		1				3		2	3	17
Kentucky						3	2		15	55
Louisiana								3	14	51
Maine						2				4
Maryland	2							2		6
Massachusetts	4					1	1		1	12
Michigan	2		1			9		8	5	33
Minnesota	4		1						9	24
Mississippi	2					2		5	8	38
Missouri	3		1			2		8	12	41
Montana	2			1					3	12
Nebraska	3								3	10
Nevada										
New Hampshire	1								1	2
New Jersey	1						1		4	18
New Mexico	1					1		1		60
New York	8			1		7		8	22	66
North Carolina	4			1		4	1		11	28
North Dakota	2									11
Ohio	4		2			3	1	5	5	32
Oklahoma	1	1					1	1		8
Oregon	4					5		2	7	24
Pennsylvania	8		1			3	1	3	8	56
Rhode Island	1			1					2	5
South Carolina	1			1				4	3	24
South Dakota	1					4			4	11
Tennessee	2			2		3		10	11	46
Texas	2					2			39	60
Utah									3	8
Vermont										2
Virginia	1	1	1			1	2		17	32
Washington	5					6	6		1	24
West Virginia	2	1				1			11	21
Wisconsin	1					1			2	15
Wyoming						2			2	17
Grand total	118	5	9	7		104	17	13	391	1,285

EXHIBIT A.—Number and character of complaints (by States) upon which *A* cases were made up and referred to post-office inspectors for investigation during the fiscal year ended June 30, 1897.

States and Territories.	Letters.		Parcels.		Alleged cause of complaint.											Total.
	In which contents were stated when complaint was made.	Contents not stated.	Contents stated.	Not stated.	Total.	Rifling.	Loss.	Loss from R. P. E.	Detention.	Wrong delivery.	Tampering.	Carelessness of postal employees.	Improper dispatch.	Other causes.		
Alaska.....	3	2			5	1	3			1					5	
Alabama.....	128	53	1	1	181	103	69		1	3		2		3	181	
Arizona.....	8	22		3	33	20	10	2	1						33	
Arkansas.....	143	63	1	2	209	125	60	2	4	9	4		3	2	209	
California.....	79	62	3	4	148	29	105	1	2	6	1		2	2	148	
Colorado.....	40	24	5	2	71	80	34		3	3	1			1	71	
Connecticut.....	30	28	9	3	70	21	46			2				1	70	
Delaware.....	2	2			4										4	
Dist. of Columbia.....	42	83	8	14	147	15	130	1	1						147	
Florida.....	60	20	2	1	83	56	20			3			1	3	83	
Georgia.....	160	45	3		208	139	61	1	2	4	1				208	
Idaho.....	33	20		2	55	20	32			1				1	55	
Illinois.....	145	93	18	7	263	110	119	5	12	10	2			5	263	
Indiana.....	134	32	2	1	169	130	35	2		1				1	169	
Indian Territory.....	43	31			74	40	28	3		1	1		1		74	
Iowa.....	50	33	1	3	87	36	41	2	4	2	1	1			87	
Kansas.....	49	30			80	37	40			1				1	80	
Kentucky.....	116	32	2	2	152	92	51	1	1	5			1	1	152	
Louisiana.....	73	84	3	6	166	55	91	5	5	6			1	3	166	
Maine.....	4	15			24	10	11			2	1				24	
Maryland.....	52	32	2		86	41	36	2		4			1	2	86	
Massachusetts.....	46	41			87	25	50	2	2	6	1			1	87	
Michigan.....	48	38	4	1	91	39	40	3	1	5	2			1	91	
Minnesota.....	53	37	2	5	97	40	45	5	5				2		97	
Mississippi.....	169	71	4		244	145	87	1	4	1		1	1	4	244	
Missouri.....	158	99	3	3	263	120	120	2	2	10	3		1	5	263	
Montana.....	49	20	1		70	42	22	1	2	2		1			70	
Nebraska.....	23	49	2		74	20	31		1	20				2	74	
Nevada.....	3	3			6	3	2			1					6	
New Hampshire.....	8	10	1		19	8	10						1		19	
New Jersey.....	23	18		1	42	21	16		2	2				1	42	
New Mexico.....	29	28	1		58	20	33	1	1		1	1		1	58	
New York.....	158	140	13	12	323	151	130	7	6	18	4	3	3	1	323	
North Carolina.....	54	30			84	38	34	5	1	3	1			2	84	
North Dakota.....	24	21		1	46	13	28	1	1	2					46	
Ohio.....	167	81	2	4	254	130	105	5	4	5		3		2	254	
Oklahoma Territory.....	88	23			111	61	40	15	2	2	1		1		111	
Oregon.....	31	26			57	20	30	1	1	2	1			2	57	
Pennsylvania.....	221	66	2	2	291	176	91	5	5	12			1	1	291	
Rhode Island.....	5	7			12	2	5	1	2	2					12	
South Carolina.....	46	26	2		74	40	30	1				1		2	74	
South Dakota.....	21	14	1	1	37	17	19	1							37	
Tennessee.....	102	36	5	1	144	91	42	6		4				1	144	
Texas.....	136	118	3	4	261	110	129	6	2	9	3			2	261	
Utah.....	25	43	1	1	70	20	39	1	1	3					70	
Vermont.....	8	7			15	5	9			1					15	
Virginia.....	78	49	12	1	140	63	67	7		4		1		1	140	
Washington.....	21	35		1	57	25	29	1		1				1	57	
West Virginia.....	86	40	3	1	130	78	45	5		1				1	130	
Wisconsin.....	42	33	1	4	80	30	46	2	1	1					80	
Wyoming.....	13	18		1	32	10	18	2		1	1				32	
Grand total.....	3,282	2,033	124	95	5,534	2,659	2,389	101	82	182	20	15	20	57	5,534	

EXHIBIT

States and Territories.	No loss.								Total.	
	"O. K." No cause for complaint.	Improper address.	Improper dispatch.	Carelessness of postal employees.	Unavoidable delay.	Other causes.	No inclosure.	Not rifled.	No recovery.	Total.
1	2	3	4	5	6	7	8	9	10	11
Alabama.....	21		1	10		2		15	6	111
Alaska.....				1		2			1	17
Arizona.....	7			3				2	13	175
Arkansas.....	46		2	11		8	5	30	4	76
California.....	25			23	2	6	1	9	7	70
Colorado.....	31			8		5		6	5	61
Connecticut.....	27		3	8		4	1	8	1	5
Delaware.....				1		1		1		115
District of Columbia.....	101					7		3	8	66
Florida.....	14			5		4	1	11	6	110
Georgia.....	25			9		5	1	13	2	35
Idaho.....	11			1		4		8		217
Illinois.....	73			9		16	3	33	15	148
Indiana.....	23			1		9	5	20	9	70
Indian Territory.....	11			6	1	5		9	6	69
Iowa.....	33			4		2	2	10	5	60
Kansas.....	22			4		4	1	11	18	115
Kentucky.....	26	1		8		6	2	17	27	140
Louisiana.....	31		4	13	1	4		20	1	19
Maine.....	9			5				2	11	68
Maryland.....	17			1		10		7	2	66
Massachusetts.....	26			16		5		6	5	62
Michigan.....	20		1	4		6	1	14	3	78
Minnesota.....	35			7		5		12	25	222
Mississippi.....	46	1		15		10	3	36	20	263
Missouri.....	58	1		17	3	14	1	41	2	49
Montana.....	16		2	4		2	1	16	4	54
Nebraska.....	17			5	1	6	1	15	2	4
Nevada.....									2	18
New Hampshire.....	6			4				4	1	44
New Jersey.....	16			9		5	1	7	10	44
New Mexico.....	14			1		2		1	25	26
New York.....	105		1	20		24	2	30	9	64
North Carolina.....	17			1				16	2	30
North Dakota.....	18					3	2	2	32	210
Ohio.....	45	1	2	12		16	3	20	8	51
Oklahoma.....	14			3		2	2	7	29	260
Oregon.....	14			6		1		6	1	10
Pennsylvania.....	54	2	3	26	1	20	1	49	1	48
Rhode Island.....	3			4		1			1	26
South Carolina.....	11			3	1	3		5	1	86
South Dakota.....	11			1			1	3	5	45
Tennessee.....	20	1		8	1	10	3	17	28	210
Texas.....	60	2		24		18	2	34	1	7
Utah.....	10			5				3	1	114
Vermont.....	2			2	1			1	17	43
Virginia.....	32			7		4		20	5	87
Washington.....	13			7		1		8	2	53
West Virginia.....	14			11	1	3		11	4	28
Wisconsin.....	26			1		6		7		
Wyoming.....	12					2		3		
Grand total.....	1,288	9	19	354	16	273	46	629	453	4,775

FOURTH ASSISTANT—INSPECTORS AND MAIL DEPREDACTIONS. 811

EXHIBIT A.—Number and character of complaints (by States) upon which A cases were made up and referred to post-office inspectors for investigation during the fiscal year ended June 30, 1897.

States and Territories.	Letters.		Parcels.		Total.	Alleged cause of complaint.									Total.
	In which contents were stated when complaint was made.	Contents not stated.	Contents stated.	Not stated.		Rifling.	Loss.	Loss from R. P. E.	Detention.	Wrong delivery.	Tampering.	Carelessness of postal employees.	Improper dispatch.	Other causes.	
Alaska.....	3	2			5	1	3			1					5
Alabama.....	126	53	1	1	181	103	69		1	3				3	181
Arizona.....	8	23		3	33	20	10	2	1						33
Arkansas.....	143	63	1	2	209	125	60	2	4	9	4		3	2	209
California.....	79	62	3	4	148	29	105	1	2	6	1		2	2	148
Colorado.....	40	24	5	2	71	80	34		2	3	1			1	71
Connecticut.....	30	28	0	3	70	21	40			2				1	70
Delaware.....	2	2			4										4
Dist. of Columbia.....	42	83	8	14	147	15	130	1	1						147
Florida.....	60	20	2	1	83	56	20			3			1	3	83
Georgia.....	160	45	3		208	139	61	1	2	4	1				208
Idaho.....	33	20		2	55	20	32			1				1	55
Illinois.....	145	93	18	7	263	110	119	5	12	10	2			5	263
Indiana.....	134	32	2	1	169	130	35	2		1				1	169
Indian Territory.....	43	31			74	40	28	3		1	1		1		74
Iowa.....	50	33	1	3	87	36	41	2	4	2	1	1			87
Kansas.....	49	30			80	37	40			2				1	80
Kentucky.....	116	32	2	2	152	92	51	1	1	5			1	1	152
Louisiana.....	73	84	3	0	160	55	91	5	5	6			1	3	166
Maine.....	4	15			24	10	11			2	1				24
Maryland.....	52	32	2		86	41	36	2		4			1	2	86
Massachusetts.....	46	41		1	87	25	50	2	2	6	1			1	87
Michigan.....	48	38	4	1	91	39	40	3	1	5	2			1	91
Minnesota.....	53	37	2	5	97	40	45	5	5				2		97
Mississippi.....	169	71	4		244	145	87	1	4	1		1	1	4	244
Missouri.....	158	99	3	3	263	120	120	2	2	10	3			1	263
Montana.....	49	20	1		70	42	22	1	2	2		1			70
Nebraska.....	23	49	2		74	20	31		1	20				2	74
Nevada.....	3	3			6	3	2			1					6
New Hampshire.....	8	10	1		19	8	10						1		19
New Jersey.....	23	18		1	42	21	16		2	2				1	42
New Mexico.....	29	28	1		58	20	33	1	1		1	1		1	58
New York.....	158	140	13	12	323	151	130	7	6	18	4	3	3	1	323
North Carolina.....	54	30			84	38	34	5	1	3	1			2	84
North Dakota.....	24	21		1	46	13	28	1	1	2		1			46
Ohio.....	167	81	2	4	254	130	105	5	4	5		3		2	254
Oklahoma Territory.....	38	23			61	40	15	2	2	1			1		61
Oregon.....	31	26			57	20	30	1	1	2	1			2	57
Pennsylvania.....	221	66	2	2	291	176	91	5	5	12			1	1	291
Rhode Island.....	5	7			12	2	5	1	2	2					12
South Carolina.....	46	26	2		74	40	30	1				1		2	74
South Dakota.....	21	14	1	1	37	17	19	1							37
Tennessee.....	102	36	5	1	144	91	42	6		4				1	144
Texas.....	136	118	3	4	261	110	129	6	2	9	3			2	261
Utah.....	25	43	1	1	70	26	39	1	1	3					70
Vermont.....	8	7			15	5	9			1					15
Virginia.....	78	49	12	1	140	63	67	7		4		1		1	140
Washington.....	21	35		1	57	25	29	1		1				1	57
West Virginia.....	86	40	3	1	130	78	45	5		1				1	130
Wisconsin.....	42	33	1	4	80	30	46	2	1	1					80
Wyoming.....	13	18		1	32	10	18	2		1	1				32
Grand total.....	3,282	2,033	124	95	5,534	2,659	3,389	101	82	182	20	15	20	57	5,534

EXHIBIT D.—Statement of complaints received and result of complaints investigated, Class B, ordinary letters.

COMPLAINTS RECEIVED.

Where mailed.	Letters.	With inclosures.	Without inclosures.	Packages.	Total number of complaints received.
Alabama	217	181	86	118	335
Arkansas	338	293	45	77	415
California	685	524	161	688	1,373
Colorado	442	366	76	287	729
Connecticut	669	581	118	407	1,106
Delaware	103	82	21	42	145
Florida	200	159	41	82	282
Georgia	473	375	98	315	788
Illinois	2,713	2,394	319	5,416	8,129
Indiana	609	533	100	356	1,025
Iowa	384	322	62	295	679
Kansas	405	365	40	194	560
Kentucky	427	376	51	1,220	1,647
Louisiana	300	240	60	208	508
Maine	310	274	36	146	456
Maryland	761	613	148	493	1,254
Massachusetts	1,751	1,463	591	1,524	3,278
Michigan	852	719	133	637	1,489
Minnesota	491	410	84	507	1,001
Mississippi	222	191	31	79	301
Missouri	1,607	1,420	187	1,447	3,054
Nebraska	306	263	43	220	528
Nevada	21	19	2	10	31
New Hampshire	144	123	21	64	208
New York	9,056	6,007	2,449	7,813	16,869
New Jersey	1,620	1,246	374	930	2,550
North Carolina	181	150	31	188	369
North Dakota	54	46	8	29	83
Ohio	1,840	1,565	275	1,653	3,492
Oregon	74	55	19	152	226
Pennsylvania	4,091	3,650	441	2,776	6,867
Rhode Island	367	287	100	321	686
South Carolina	146	110	36	79	225
South Dakota	74	62	12	88	112
Tennessee	315	285	50	232	547
Texas	565	504	61	244	809
Vermont	112	87	25	59	171
Virginia	576	474	102	256	832
Washington	100	82	18	68	168
West Virginia	152	126	26	327	479
Wisconsin	701	607	94	301	1,002
Alaska	3	3	.....	.....	3
Arizona	52	40	12	27	79
District of Columbia	758	577	181	500	1,258
Idaho	25	22	3	10	35
Indian Territory	66	60	6	13	79
Montana	83	66	17	48	131
New Mexico	40	36	4	24	64
Oklahoma	83	80	3	34	117
Utah	70	58	18	38	109
Wyoming	38	33	5	18	56
Total	35,774	29,194	6,580	31,004	66,778

EXHIBIT D.—Statement of complaints received and result of complaints investigated, Class B, ordinary letters—Continued.

RESULT OF COMPLAINTS INVESTIGATED.

Where mailed.	No discov- ery.	No loss.	Losses chargeable to care- lessness or depredation of postal employees.	Losses charge- able to accident.	Losses charge- able to persons not in the postal service.	Cases still in hands of inspectors for in- vestiga- tion.
Alabama.....	50	81	58		8	143
Arkansas.....	32	66	120	1	87	159
California.....	518	264	125		3	463
Colorado.....	134	314	91	2	14	174
Connecticut.....	849	98	250		1	399
Delaware.....	71	15	18		4	37
Florida.....	59	64	69		5	85
Georgia.....	35	132	332	1	5	283
Illinois.....	1,146	1,232	3,664	6	69	2,022
Indiana.....	150	228	274	1	2	370
Iowa.....	155	94	86	1	20	823
Kansas.....	40	161	106	1	72	219
Kentucky.....	257	244	372	2	4	768
Louisiana.....	69	72	60		11	296
Maine.....	117	45	191			103
Maryland.....	88	175	144	1	30	816
Massachusetts.....	1,258	235	512		5	1,238
Michigan.....	388	210	222		4	685
Minnesota.....	312	151	97	2	5	434
Mississippi.....	23	42	61		19	154
Missouri.....	205	638	1,184		150	877
Nebraska.....	38	148	184	1	24	192
Nevada.....	6	4	2		3	16
New Hampshire.....	86	28	36	1		57
New York.....	2,805	2,046	7,142	16	57	4,803
New Jersey.....	447	295	1,100		16	602
North Carolina.....	52	81	76	1	8	151
North Dakota.....	13	25	7	1	3	34
Ohio.....	589	600	956	1	3	1,343
Oregon.....	69	39	5		4	109
Pennsylvania.....	1,089	1,103	1,711	5	199	2,760
Rhode Island.....	177	20	122			369
South Carolina.....	10	40	28		1	147
South Dakota.....	22	38	22		1	29
Tennessee.....	124	97	77		11	238
Texas.....	83	119	205	9	35	353
Vermont.....	77	18	24			52
Virginia.....	86	98	161	2	24	461
Washington.....	51	39	8		2	68
West Virginia.....	221	52	25		6	175
Wisconsin.....	269	92	166	1	3	471
Alaska.....	1					2
Arizona.....	22	28	7		5	17
District of Columbia.....	41	205	468	1	1	542
Idaho.....	4	6	4		2	19
Indian Territory.....	7	26	18		5	23
Montana.....	20	44	18		1	48
New Mexico.....	12	18	13		5	16
Oklahoma.....	9	20	27		13	48
Utah.....	11	35	39	1	1	22
Wyoming.....	9	18	6		3	20
Total.....	11,911	9,943	20,813	58	894	23,155

EXHIBIT D.—*Statement of complaints received and result of complaints investigated, Class B, ordinary letters.*

COMPLAINTS RECEIVED.

Where mailed.	Letters.	With inclosures.	Without inclosures.	Packages.	Total number of complaints received.
Alabama	217	181	86	118	335
Arkansas	338	293	45	77	415
California	685	524	161	688	1,373
Colorado	442	366	76	287	729
Connecticut	699	561	118	407	1,106
Delaware	103	82	21	42	145
Florida	200	159	41	82	282
Georgia	473	375	98	315	789
Illinois	2,713	2,394	319	5,416	8,129
Indiana	609	563	100	366	1,025
Iowa	384	322	62	295	679
Kansas	405	365	40	194	599
Kentucky	427	376	51	1,220	1,647
Louisiana	300	240	60	208	508
Maine	310	274	36	146	456
Maryland	761	613	148	493	1,254
Massachusetts	1,754	1,463	291	1,524	3,278
Michigan	852	719	133	637	1,489
Minnesota	494	410	84	507	1,001
Mississippi	223	191	31	79	301
Missouri	1,607	1,420	187	1,447	3,054
Nebraska	306	263	43	220	526
Nevada	21	19	2	10	31
New Hampshire	144	123	21	64	208
New York	9,056	6,607	2,449	7,813	16,869
New Jersey	1,620	1,246	374	930	2,550
North Carolina	181	150	31	188	369
North Dakota	54	46	8	29	83
Ohio	1,840	1,565	275	1,652	3,492
Oregon	74	55	19	162	236
Pennsylvania	4,091	3,650	441	2,776	6,867
Rhode Island	367	267	100	321	688
South Carolina	146	110	36	79	225
South Dakota	74	62	12	38	112
Tennessee	315	285	50	232	547
Texas	565	504	61	244	809
Vermont	112	87	25	69	171
Virginia	676	474	102	256	832
Washington	100	82	18	68	168
West Virginia	152	126	26	327	479
Wisconsin	701	607	94	301	1,002
Alaska	3	3			3
Arizona	52	40	12	27	79
District of Columbia	758	577	181	500	1,258
Idaho	25	22	3	10	35
Indian Territory	66	60	6	13	79
Montana	83	66	17	48	131
New Mexico	40	36	4	24	64
Oklahoma	83	80	3	34	117
Utah	76	58	18	38	109
Wyoming	38	33	5	18	56
Total	35,774	29,194	6,580	31,004	66,778

EXHIBIT D.—Statement of complaints received and result of complaints investigated, Class B, ordinary letters—Continued.

RESULT OF COMPLAINTS INVESTIGATED.

Where mailed.	No discov- ery.	No loss.	Losses chargeable to care- lessness or depredation of postal employees.	Losses charge- able to accident.	Losses charge- able to persons not in the postal service.	Cases still in hands of inspectors for in- vestiga- tion.
Alabama.....	50	81	58		3	143
Arkansas.....	32	66	120	1	37	159
California.....	518	264	125		3	463
Colorado.....	134	314	91	2	14	174
Connecticut.....	349	98	259		1	399
Delaware.....	71	15	18		4	37
Florida.....	59	64	69		5	85
Georgia.....	35	132	332	1	5	283
Illinois.....	1,146	1,232	3,654	6	69	2,022
Indiana.....	150	228	271	1	2	370
Iowa.....	155	94	86	1	20	323
Kansas.....	40	161	106	1	72	219
Kentucky.....	257	244	372	2	4	768
Louisiana.....	69	72	60		11	296
Maine.....	117	45	191			103
Maryland.....	98	175	144	1	30	816
Massachusetts.....	1,258	235	512		5	1,238
Michigan.....	348	310	222		4	685
Minnesota.....	312	151	97	2	5	434
Mississippi.....	23	42	63		19	154
Missouri.....	205	638	1,181		150	877
Nebraska.....	38	148	183	1	24	132
Nevada.....	6	4	2	2	3	16
New Hampshire.....	86	28	36	1		57
New York.....	2,805	2,046	7,142	16	57	4,803
New Jersey.....	447	295	1,100		16	602
North Carolina.....	52	81	76	1	8	151
North Dakota.....	13	25	7	1	3	34
Ohio.....	589	600	956	1	3	1,343
Oregon.....	69	39	5	5	4	109
Pennsylvania.....	1,089	1,103	1,711	5	199	2,760
Rhode Island.....	177	20	122			369
South Carolina.....	10	40	28			147
South Dakota.....	22	38	32		1	29
Tennessee.....	124	97	77		11	238
Texas.....	83	119	205	9	35	353
Vermont.....	77	18	24			52
Virginia.....	86	98	161	2	24	461
Washington.....	51	39	8		2	68
West Virginia.....	221	52	25		6	175
Wisconsin.....	269	92	166	1	3	471
Alaska.....	1					2
Arizona.....	22	28	7		5	17
District of Columbia.....	41	205	468	1	1	542
Idaho.....	4	6	4		2	19
Indian Territory.....	7	26	18		5	23
Montana.....	20	44	18		1	48
New Mexico.....	12	18	13		5	16
Oklahoma.....	9	20	27		13	48
Utah.....	11	35	39	1	1	22
Wyoming.....	9	18	6		3	20
Total.....	11,911	9,943	20,813	58	893	23,155

EXHIBIT E.—*Number, nature of cases, and office of original reference of miscellaneous cases (Class C) referred to post-office inspectors for investigation during the fiscal year ended June 30, 1897.**

Class of cases.	Offices from which references were made for investigation.								
	First Assistant Postmaster-General.	Second Assistant Postmaster-General.	Third Assistant Postmaster-General.	Fourth Assistant Postmaster-General.			Assistant Attorney-General.	Auditor for Post-Office Department.	Total number of each class of cases.
				Appointment division.	Bonds and Commissions.	Chief post-office inspector.			
1	2	3	4	5	6	7	8	9	10
Inspection of post-offices.....			5			2,523		23	2,551
Responsibility of sureties.....					7,671				7,671
Complaints and charges against postmasters and employees of post-offices.....	238	45	54	440		1,229		2	2,008
Establishment of post-offices and stations.....	9			6		11			26
Discontinuance of post-offices and stations.....	1					18			19
Allowances for post-offices.....	44					20			64
Location, change of site, name, etc., of post-offices.....	78			24		21			123
Appointment of postmasters.....				2		9			11
Free delivery, establishment and discontinuance of Mail-messenger service.....	161						4		161
Lease of post-offices.....	132						1		133
Routes: Establishment, discontinuance, or change of service.....							28		28
Routes: Charges against contractors, carriers, etc.....		9					45		54
Mail keys and locks: Loss, etc.....		52					12		64
Charges against railway postal clerks.....		5					8		13
Collection of balance due the United States.....						3		281	284
Inspection of money-order business, collection of funds, forwarding statements, etc.....	8							613	621
Wrong payment of money orders.....	173					32		7	212
Establishment and discontinuance of money-order service.....						6			6
Sections 125, 211, and 470.....			253			8			261
Section 327.....			2			18		50	70
Section 331.....						14	10		24
Sections 332 and 333.....	141	3	1	2		1,243	8		1,398
Section 334.....	24	3	3	4		951	238		1,203
Section 675.....	14	10				7	1		32
Sections 694 and 695.....		2				12			14
Section 1420.....								1	1
Section 1430.....	17	5		10		137			169
Section 1431.....	35					248	1		284
Section 1432.....				1		81			82
Sections 1450 and 1451.....	4		15			193			212
Miscellaneous investigations and complaints.....	244	84	101	59		890	30	79	1,493
Total.....	1,323	218	434	548	7,671	7,758	288	1,036	19,206

* In connection with this class of cases collections were made during the year amounting to \$304,009.45.

EXHIBIT F.—Disposition, by office of chief post-office inspector, of miscellaneous cases (Class C) referred to and reported upon by post-office inspectors during the fiscal year ended June 30, 1897.

Number referred to and relating to office of—

First Assistant Postmaster-General	1,276
Second Assistant Postmaster-General	305
Third Assistant Postmaster-General	322
Fourth Assistant Postmaster-General	8,125
Assistant Attorney-General	820
Auditor of the Treasury for the Post-Office Department	905
Relating to division of post office inspectors and mail depredations and filed	2,394
Reports of the inspection of post-offices referred to the several bureaus of the Department ..	2,462
Total	16,609

EXHIBIT G.—Recapitulation.

Cases (Class C) referred to inspectors for investigation during the fiscal year ended June 30, 1897	19,296
Cases on hand July 1, 1896, referred for investigation during previous years	6,081
Total to be accounted for	25,377
Cases referred to inspectors, reported upon, and finally closed during the fiscal year ended June 30, 1897	16,609
Cases referred to inspectors during previous years, reported upon, and closed in fiscal year 1897 ..	5,508
Total number of cases closed	22,117
Cases remaining in the hands of inspectors July 1, 1897 (uninvestigated)	3,260

EXHIBIT H.—Statement of complaints received and result of complaints investigated, Class D, special depredations.

COMPLAINTS RECEIVED.

Where mailed.	Post-offices robbed.	Post-offices destroyed by fires and storms.	Postal cars wrecked or burned.	Stages robbed.	Mail messengers or wagons robbed.	Pouches lost.	Pouches outintentionally or by accident, or stolen.	Loss of locks and failure to lock pouches.	Street letter boxes rifled.	Total number of complaints received.
Alabama	39	15	2	4		1	6	19	2	88
Arkansas	40	11		1		23	14	36	1	126
California	14	14	2	8	1	10	4	8	6	61
Colorado	14	2	4			4	6	6	1	37
Connecticut	20	7				3	15	1	3	49
Delaware	4	2					1			7
Florida	16	13	2	1		6	3	9		50
Georgia	37	20	1	1		12	6	6	4	87
Illinois	60	24	2			30	20	9	6	151
Indiana	32	19	2			21	10	2	2	88
Iowa	61	18	1			19	9	2		110
Kansas	70	10	1			7	7	4	1	100
Kentucky	45	25	2	1		15	9	21		118
Louisiana	9	5				13	2	23	8	60
Maine	17	4				9	16	4		50
Maryland	28	10				6	3	2	1	50
Massachusetts	39	5				15	52	6	4	121
Michigan	37	11				4	6	6	3	87
Minnesota	19	12	2	1		10	37	7		88
Mississippi	20	6				16	3	21		68
Missouri	122	19	5	1		55	33	30	8	273
Nebraska	40	8				6	3	5		62
Nevada						2		1		3
New Hampshire	17	3				4	12	2		38
New York	100	24				40	42	12	7	225
New Jersey	26	5	1			4	6	1	2	45
North Carolina	29	7	1			3	8	26	1	75
North Dakota	9	3				4	18	1		35
Ohio	105	23	3			33	12	10	2	187
Oregon	21	8		2		6	1	11		49
Pennsylvania	131	35	2	1		12	14	13	2	210
Rhode Island	6	1				1	2	1		11
South Carolina	19	13	1			6	2	4		45
South Dakota	11	2	2			3	2	5	1	26
Tennessee	23	15	1			13	7	14	4	77
Texas	71	36	5	4		30	9	31	8	169
Vermont	3	2				3	2	2		12
Virginia	50	21	1	2		6	6	14	2	102
Washington	6	7	2			1	1	6		23
West Virginia	59	13	1			5	3	13	1	95
Wisconsin	47	7				7	24	9		94
Alaska	1									1
Arizona	3			1		1	1	2		8
District of Columbia	2					3	1		1	7
Idaho	5	2	1			2	2	4		16
Indian Territory	23	2	2	1		3	2	6		39
Montana	2	1	1			2	4	6		17
New Mexico	7	2	1	2		1		10		23
Oklahoma	5	6		1		4	1	9		28
Utah	2	1					2	4		13
Wyoming	2					2		3		11
Total	1,573	500	53	29	1	486	451	447	75	3,015

EXHIBIT H.—Statement of complaints received and result of complaints investigated, Class D, special depredations.

RESULT OF COMPLAINTS INVESTIGATED.

Where mailed.	No discov- ery.	No loss.	Losses chargeable to care- lessness or depredation of postal employees.	Losses charge- able to accident.	Losses charge- able to persons not in the postal service.	Cases still in hands of inspectors for in- vestiga- tion.
Alabama	86	10	1	10	11	20
Arkansas	48	35	1	10	11	21
California	18	10		11	10	12
Colorado	9	6		4	9	9
Connecticut	23	2		18	5	1
Delaware	4			2	1	
Florida	19	9	13		5	4
Georgia	30	9	1	9	8	30
Illinois	58	25	1	27	15	25
Indiana	23	21		25	7	12
Iowa	55	6		19	8	22
Kansas	58	10	2	8	7	15
Kentucky	45	16	2	23	1	31
Louisiana	29	15	2	4	8	7
Maine	13	8	3	15	3	9
Maryland	29	3		12	2	4
Massachusetts	49	18	3	50		1
Michigan	31	6	1	11	9	9
Minnesota	17	5	3	27	1	35
Mississippi	29	19		7	8	5
Missouri	117	44	3	34	25	50
Nebraska	36	6		8	4	8
Nevada	1	1				2
New Hampshire	11	2	1	11	5	8
New York	106	35	9	50	9	16
New Jersey	28	5		7		5
North Carolina	22	17	1	6	11	18
North Dakota	8	2		15	4	6
Ohio	82	21	2	24	10	48
Oregon	26	6		9	2	6
Pennsylvania	122	14	1	41	10	22
Rhode Island	5	2		2		2
South Carolina	12	5	1	7	5	15
South Dakota	11	1	1	3	1	9
Tennessee	24	10	1	15	9	18
Texas	80	43	2	22	14	28
Vermont	2	3		4		3
Virginia	54	7		19	10	12
Washington	7	5		11		
West Virginia	51	5	1	11	4	23
Wisconsin	18	5	6	19	2	44
Alaska	1					
Arizona	2		1		2	3
District of Columbia	5	1			1	
Idaho	5	2	2	2	2	3
Indian Territory	20	4	1	3	6	5
Montana	2	6	1	5		3
New Mexico	11	5		3	1	3
Oklahoma	8	11		2	2	5
Utah	4		1	2	2	4
Wyoming	1	4		1	1	4
Total	1,503	505	68	628	266	645

EXHIBIT I.—Statement showing number, classification, and disposition of cases of arrests

State or Territory where arrested.	Subject to jurisdiction of United States courts.									
	Class of offenders.									
	Postmasters.	Assistant postmasters.	Clerks in post-offices.	Railway post-office clerks.	Letter carriers.	Mail carriers.	Other employees.	Burglars.	All others for various offenses.	Total.
1	2	3	4	5	6	7	8	9	10	11
Alabama.....	11	2	2	1		5		10	23	54
Alaska.....								1		1
Arizona.....								1	3	4
Arkansas.....	2							15	25	42
California.....		1	1			1		5	37	45
Colorado.....	2	1	2			1		19	24	49
Connecticut.....	1	1	1		1			3	6	13
Delaware.....	1									1
District of Columbia.....					1				9	10
Florida.....	2	3						7	11	23
Georgia.....	5	1	2	1		1	1	9	16	36
Idaho.....						1		2	1	4
Illinois.....	5	3	5		5			11	103	132
Indiana.....	2				1		1	7	16	27
Indian Territory.....	1	3						18	4	26
Iowa.....	7	1	1					18	45	72
Kansas.....	3		1					19	29	53
Kentucky.....	2	1						10	8	21
Louisiana.....	3	2				1		3	5	13
Maine.....			1		1			3	1	6
Maryland.....	1							3	23	27
Massachusetts.....	2		1						21	24
Michigan.....		1		2				15	24	42
Minnesota.....	1		1				1	1	15	19
Mississippi.....		2			1	1		10	11	25
Missouri.....	4		5	1	1			24	59	94
Montana.....			1						3	4
Nebraska.....	5		1				1	5	14	25
Nevada.....	1									1
New Hampshire.....	1							5	4	10
New Jersey.....	2	1			1				16	20
New Mexico.....		1				1		2	3	8
New York.....	2	2	7	1	6	2	4	15	98	137
North Carolina.....	9	5	2			2	1	14	9	42
North Dakota.....	1							1	12	14
Ohio.....	2		1	1	2		1	6	39	52
Oklahoma.....						1		1	2	4
Oregon.....	1						1		6	16
Pennsylvania.....	5		4		1	2		31	92	135
Rhode Island.....			1						1	2
South Carolina.....	2		2	1		1		4	6	16
South Dakota.....	2							5	6	13
Tennessee.....	3							7	6	16
Texas.....	7	3	3	1	1	3		8	40	66
Utah.....		1	1					4	4	10
Vermont.....			1						9	10
Virginia.....	1	6			1	7		6	8	29
Washington.....	1								3	4
West Virginia.....	1	2						8	4	15
Wisconsin.....	3		1	2	1			2	18	27
Wyoming.....	1		1					2	2	6
Total.....	105	44	47	11	24	30	11	348	924	1,544

made by post-office inspectors and others during the fiscal year ended June 30, 1897.

Subject to jurisdiction of United States courts.											State courts.								Grand total in each State.	
Disposition of cases.											Offenders.			Disposition of cases.						
Discharged on preliminary examination.	Tried and acquitted.	Proceedings dismissed.	Escaped.	Forfeited bail.	Died awaiting trial.	Discharged by the United States grand jury.	Convicted.	Awaiting trial.	Total.	Burglars.	All others.	Total.	Convicted.	Acquitted.	Awaiting trial.	Total.				
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29			
7	1					2	7	37	54	2		2	2			2	56			
								1	1								1			
								4	4								4			
5		2				2	14	19	42	5	1	6	4	1	1	6	48			
7	1	6				2	20	16	45								46			
	2					5	17	18	49	2	1	2	2		1	2	51			
		1					8	4	13								13			
							1	1	1								1			
	1	1					5	3	10								10			
							2	7	14								23			
8					1	1	1	4	27	2		2	2			2	38			
									4								4			
3	1	9		3		11	62	43	132	2	3	5	4		1	5	137			
	2	5					11	9	27								27			
5	1					2	9	9	26								26			
1	1	2				8	28	32	72	3		3	2				75			
1		5				4	20	22	52	7	1	8	3	2	3	8	60			
2	1	1					7	10	21								21			
							5	8	13								13			
							4	2	6								6			
10	4	1		1		2	4	7	27								27			
3					1	1	14	5	24								24			
2	1					4	25	10	42	7		7	7				49			
3		1				1	9	5	19	1		1			1	1	20			
2						2	19	25	1	1		1			1	1	26			
3	3	9	1			9	45	24	94	12	5	18	13	1	4	18	112			
							1	3	4								4			
	1					1	17	6	25	5	1	6	4		2	6	31			
							1	1	1								1			
						4	5	1	10								10			
						6	11	3	20								20			
1	1						5	1	8								8			
10		2				7	30	87	137								137			
4	2	2				17	17	42	3		3				3	3	45			
	1	1			1		6	5	14	1	1	1	1			1	15			
3	1	2				1	28	17	52	7	1	8	4		4	8	60			
		1				1	1	1	4								4			
						1	7	8	16								16			
25	8	9		1			44	48	135	2		2			2	2	137			
						1	1	2	2								2			
	2	1					7	6	16								16			
				2		2	6	3	13								13			
	3						2	11	16	1		1	1			1	17			
	6	3					29	24	66	5	4	9	7		2	9	75			
							1	9	10								10			
1	2						4	6	10								10			
							13	12	29								29			
						2	2	4	4	1		1	1			1	5			
6	2	2					3	2	15								15			
1	1	4				6	6	11	27	1		1	1			1	28			
							3	1	6								6			
111	40	70	2	7	3	92	583	627	1,544	71	17	88	58	4	26	88	1,632			



REPORT
OF THE
AUDITOR FOR THE POST-OFFICE DEPARTMENT
TO THE
SECRETARY OF THE TREASURY
AND TO
THE POSTMASTER-GENERAL
FOR THE
FISCAL YEAR ENDED JUNE 30, 1897.



REPORT
OF THE
AUDITOR FOR THE POST-OFFICE DEPARTMENT
TO THE
SECRETARY OF THE TREASURY.

TREASURY DEPARTMENT, OFFICE OF AUDITOR
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., October 5, 1897.

SIR: I have the honor to present the following report of the operations of this office and the financial transactions of the Post-Office Department during the fiscal year ended June 30, 1897:

THE WORK OF THE BUREAU.

This is said to be the largest accounting office in the world. Its employees, nearly 500 in number, are engaged in the important work of adjusting the accounts of the entire postal service, with its \$176,446,750.59 of receipts and expenditures. A separate ledger account is kept with each of the 70,000 post-offices in the country. It audits the pay of each of the postmasters, railway mail clerks, post-office clerks, letter carriers, mail contractors, and department employees, constituting the 150,000 persons on the pay rolls of the postal system. It receives, checks, assorts and files each of the 26,000,000 money orders issued annually in the United States, aggregating in amount \$364,113,010.93.

DUTIES OF THE AUDITOR.

Briefly stated, the duties of the Auditor for the Post-Office Department are: To receive and examine all accounts of salaries and incidental expenses of the Office of the Postmaster-General and of all bureaus and offices under his direction; all postal and money order accounts of postmasters; all accounts relating to the transportation of the mails, and to all other business within the jurisdiction of the Post-Office Department, and certify the balances arising thereon to the Postmaster-General for accounts of the postal revenue and expenditures therefrom, and to the division of bookkeeping and warrants for other accounts, and send forthwith copies of the certificates in the latter cases to the Postmaster-General; to superintend the collection of debts due the Post-Office Department, and the payment of the salaries of the officers and clerks connected with his office.

The duties above outlined are assigned to and performed by the deputy auditor, chief clerk, disbursing clerk, and seven divisions, viz:

OFFICE OF THE DEPUTY AUDITOR.

The deputy auditor has general supervision of the work and assignment to duty of the clerks in the office; assumes charge of the office as Acting Auditor during the absence of the Auditor; signs all official papers designated by the Auditor, which includes drafts, letters, statements, post-office warrants, and other papers; is charged with the custody and care of the furniture, and has supervision of all requisitions relating to the purchase of furniture and miscellaneous supplies.

OFFICE OF CHIEF CLERK.

The chief clerk has charge of all the correspondence, the opening, reading, and assigning of all letters received; reading, preparing for signature, and press-copying letters sent; keeping the roll and making report of attendance and absence of employees, and preparing and forwarding to the Secretary of the Treasury all applications for leave taken by the employees; preparing and submitting to the Department of Justice for suit the accounts of postmasters, late postmasters, failing contractors, failing bidders, and late contractors, and keeping the record thereof; has charge of the seal of the office and the certifying of all official papers; recording decisions upon appeals to the Comptroller of the Treasury; keeping the record of attorneys suspended from practice; recording all orders of the Postmaster-General for allowances or disallowances of claims of postmasters for loss of postal funds, postage stamps, etc., and of money-order funds, by burglary, fire, or other unavoidable casualty; making requisitions for and issuing supplies, and has charge of all miscellaneous subjects not directly connected with the business of the several divisions and not otherwise assigned.

DISBURSING CLERK.

The disbursing clerk has charge of the preparation of pay rolls, disbursements of appropriations for the salaries of officers and employees; the disposition of deposits made in connection with offers of compromise of debts and judgments on post-office accounts, and the receipt and dispatch of the official registered mail matter.

BOOKKEEPING DIVISION.

The bookkeeping division keeps the general ledger accounts of the postal service, prepares the quarterly and annual reports of receipts and expenditures, and registers the Postmaster-General's transfer drafts and all warrants for the payment of mail contractors and other miscellaneous expenses of the postal service. The quarterly returns of postmasters, the accounts of postal depositaries, including the Treasurer and the several assistant treasurers of the United States, and the salary and expense accounts of the Post-Office Department, rendered by its disbursing officer, are audited, and ledger accounts kept by this division. A ledger account is also kept with each mail contractor.

COLLECTING DIVISION.

This division reviews all postal accounts in which differences are found by the bookkeeping division; collects balances due from and pays bal-

ances due to late and present postmasters on postal account; keeps a record of all changes of postmasters, new bonds, and the establishment and discontinuance of post-offices; has charge of the postal files, and conducts the general correspondence affecting this part of the work.

PAY DIVISION.

Adjusting and reporting for payment the accounts for the transportation of the mails by railroads, steamboats (foreign and domestic), star, mail messenger, and special mail service, and auditing the accounts of post-office inspectors, superintendent and assistant superintendents, Railway Mail Service, and sundry miscellaneous accounts, including post-office supplies.

INSPECTING DIVISION.

The examination of postmasters' weekly, semimonthly, and monthly statements of money-order business, with accompanying money orders, is made in the inspecting division. The work consists of comparing every money order with the credit claimed for its payment by the postmaster; checking and allowing credits when correct; detecting and correcting errors; verifying the fees charged by postmasters for issuing international and domestic orders, and making complete additions of the debit and credit sides of the statements.

ASSORTING AND CHECKING DIVISION.

The duties of this division are to assort by States, offices of issue, and arrange numerically by quarters all money orders received by the inspecting division, and to compare the coupons of all money orders issued with the amounts postmasters debit themselves in their money-order statements.

RECORDING DIVISION.

This division audits and adjusts the money-order accounts of postmasters, and has charge of the correspondence relating thereto. The statements of postmasters are received from the assorting and checking division, the footings entered in registers, and entries of deposits, drafts, and transfers verified by comparison with journal records of the original vouchers. Accounts are adjusted quarterly, and the differences between accounts as rendered and as audited are indicated by error circulars, and postmasters are directed to make the necessary corrections. Defective vouchers are returned for perfection. Statements as received are filed by States, alphabetically, in guard books and monitors. Accounts of late postmasters are adjusted by payment, transfer, or collection, as indicated by the balance. Detailed statements of account are referred for suit when balances due the United States are not paid after demand has been made on late postmasters and their sureties. Quarterly and annual statements of the money-order transactions of the United States, both domestic and international, with the revenue derived therefrom, are prepared for the information of the Secretary of the Treasury and the Postmaster-General.

FOREIGN DIVISION.

Adjusts and settles the postal and money order accounts with foreign countries; settles accounts of steamship companies for the ocean transportation of mails; settles quarterly with the German adminis-

tration the accounts containing the joint expenses for the maintenance of the sea post service on fast German steamers, and with the Cuban post department the accounts arising in connection with the conveyance of Cuban mails from Havana to Tampa; verifies all lists of money orders certified for payment in foreign countries and all lists received from foreign countries of orders certified for payment in the United States; assort and numbers coupons of international money orders issued in the United States and international money orders issued in foreign countries for payment in the United States, and checks them against the lists; examines all statements of weights of mail dispatched to foreign countries by the various exchange offices, and conducts the correspondence arising in connection with the above duties.

POSTAL ACCOUNTS.

The work of auditing postal accounts is fully up to date and in satisfactory condition.

The prompt rendition of postmasters' accounts at the close of each quarter is very essential. This has been accomplished by immediately reporting to the Postmaster-General, for the purpose of notifying the sureties on the bonds, all officers who have failed to make their returns within the prescribed periods.

The failure of postmasters to make deposits of surplus postal funds as directed has been treated in like manner, resulting in the absence of large defalcations such as have been prevalent in prior years. By requiring all deposits to be made promptly the temptation to misappropriate funds is reduced to the minimum and the Government saved from loss.

Under the system required by the reorganization of this office by the "Dockery Commission," when the audited figures agree with those of the postmaster, no review is made, and any error made in auditing is not discovered, as the account passes to the files.

Reviews have been had of accounts found to be correct under the above method and some slight discrepancies found therein. The fact remains, however, that there is a possibility of serious errors being made, which can only be avoided by reviewing all postal accounts, instead of those wherein there are differences between the Auditor and postmasters.

The matter of the collection of balances due the United States on the postal accounts of late postmasters has received close attention, and great care has been given to that part of the work to avoid possibility of delay in the settlement of accounts, which might result in the release of the sureties by the expiration of the period of limitation prescribed by law.

The practice of the office now is, in all cases, so soon as the account of a retiring postmaster has been audited and the final balance due the United States determined, to have a collection draft issued against him for the amount and to inform him that if payment be not made within fifteen days demand will be made upon his sureties.

Prior to July 1, 1896, collection drafts were issued for the smaller amounts only, after failure to cause late postmasters to deposit the balances due the United States with the designated depositories. This frequently resulted in delay and much correspondence.

If collections can not be made within a reasonable time by means of collection drafts, inspectors are detailed by the Post-Office Department

to assist in making collections. Upon their failure the cases are promptly prepared for suit.

Another use of collection drafts, inaugurated during the last fiscal year with good results, is in cases where postmasters are delinquent in rendering their accounts to this office for two consecutive quarters. In addition to reporting these delinquencies to the Postmaster-General, the stamp stock with which the postmasters are accountable is charged to them as "sold" and collection drafts are issued against them. The usual result of these steps is a prompt rendition of accounts by the delinquent postmasters.

USELESS PAPERS.

In the files of this office there is a quantity of letters, accounts, memorandums, etc., which have long since served their usefulness and are no longer required. The estimated weight is 50 tons. The further preservation of these miscellaneous papers seems to be needless, and I recommend that authority be obtained from Congress to destroy them. A detailed statement thereof has been prepared and will be submitted when required. Their destruction at this time will save the expense of moving them from their present location to the new building, and will afford this office valuable floor space. Congress has already authorized the Secretary of the Treasury and the Postmaster-General to destroy all money-order statements rendered by postmasters and all paid money orders and paid postal notes accompanying the same after seven years shall have elapsed from the expiration of the period covered by such statements. (28 Stat. L., 107, and 29 Stat. L., 648.)

MONEY-ORDER ACCOUNTS.

During the past year close attention has been given to the matter of auditing the money-order accounts of postmasters, and there is continued improvement in this branch of the office.

DOUBLE PAYMENT OF MONEY ORDERS.

During the past fiscal year 877 of the duplicate money orders issued by the Money-Order Office of the Post-Office Department, which were transmitted by postmasters to this office as paid vouchers, were found upon investigation under the present system to be double payments, the original paid order in each case having been found in the files of this office. The amount represented by these duplicate payments is \$3,058.50. In each of these cases the amount has already been refunded to the Government by the postmaster in error, or is in process of collection.

APPLICATION FOR WARRANTS.

During the fiscal year 3,123 applications for warrants to pay invalid money orders were referred by the Post-Office Department to this office, amounting to the sum of \$28,959.91. Of this number, 3,061, amounting to \$28,631.14, were certified to the Post-Office Department for payment. Of the number referred, 62, amounting to \$328.77, were rejected and returned for cancellation, for the reason that an inspection of the files of this office developed the fact that the original orders had been paid.

UNPAID DOMESTIC MONEY ORDERS.

The amount of domestic money orders remaining unpaid for one year from the last day of the month of issue, as evidenced by the advices and postmasters' monthly statements for the fiscal year ending June 30, 1897, was \$40,734.12.

OUTSTANDING INDEBTEDNESS.

The amount of balances due on June 30, 1897, from late postmasters, and the actual damages due from failing contractors, late contractors, and failing bidders, on account of the fiscal year 1896 and prior years, was \$685,228.17, divided as follows:

Late postmasters:	
Postal account.....	\$151, 674. 95
Money-order account.....	102, 284. 16
Failing bidders and late and failing contractors.....	431, 269. 06
Total	685, 228. 17

Suit has been instituted for \$616,767.01 of the above indebtedness, leaving \$68,461.16 otherwise in the process of collection.

Within the past year 13,783 postmasters have been retired from office by death, resignation, or removal. The accounts of these postmasters, both postal and money order, have been audited.

The total sum accruing in the fiscal year 1897 is \$44,861.69, viz:

Late postmasters:	
Postal account.....	\$26, 203. 50
Money-order account.....	17, 772. 55
Failing contractors and failing bidders.....	885. 64
Total	44, 861. 69

Of the 1897 indebtedness suit has been brought for \$5,379.76, leaving the sum of \$39,481.93 otherwise in process of collection.

RECAPITULATION.

Amount due on account of fiscal year 1896 and prior years	\$685, 228. 17
Amount due on account of fiscal year 1897	44, 861. 69
Total	730, 089. 86
Amount for which suit has been instituted.....	622, 146. 77
Otherwise in process of collection.....	107, 943. 09

ACCOUNTS WITH THE TREASURY DEPARTMENT, ADJUSTED AND CERTIFIED TO SEPTEMBER 30, 1897.

Accounts of Rufus B. Merchant, disbursing clerk, Post-Office Department.

RECEIPTS.

Sales of post-route maps..... \$1,679.50

DISBURSEMENTS.

Appropriations.	Fiscal year—		Total.
	1896.	1897.	
Salaries.....		\$758,613.19	\$758,613.19
Post-route maps.....	\$8,775.21	14,791.88	23,567.09
Official postal guides.....	684.17	18,148.74	18,832.91
Postage.....		550.00	550.00
Rent of buildings.....	5,375.01	20,208.32	25,583.33
Stationery.....	772.22	5,606.85	6,409.07
Fuel.....	187.05	6,789.90	6,976.95
Lights.....	247.65	3,442.94	3,690.59
Plumbing and light fixtures.....	357.50	285.98	643.48
Telegraphing.....	77.95	2,357.29	2,435.24
Painting.....		837.39	837.39
Carpets.....	69.75	2,538.40	2,608.15
Furniture.....	308.29	1,535.65	1,843.94
Horses and wagons.....		624.39	624.39
Hardware.....	45.68	117.96	163.50
Miscellaneous items.....	2,218.87	7,432.22	9,651.09
Congress of the Universal Postal Union.....		36,454.41	36,454.41
Total.....	19,117.30	879,925.49	899,042.79

Accounts certified for payment.

Deficiency in the postal revenues.....	\$12,133,392.88
Reimbursement of postal revenues on account of L. A. Skinner.....	14.88
Total.....	12,133,407.76
Amount of repayments on account of "Deficiency in the postal revenues".....	10,746.89
Amount of accounts certified to the credit of Pacific railroads for transportation of the mails.....	1,573,889.08

COLLECTIONS BY SUIT.

A table showing the number of accounts, and amount involved, submitted to the Department of Justice for suit during the last fiscal year, viz:

Accounts.	Number.	Amount.
Postal.....	63	\$23,230.38
Money order.....	27	13,641.26
Mail service.....	7	3,583.39
Total.....	97	40,455.03

The amount collected by legal proceedings on postal, money order, and mail service accounts, including interest at 6 per cent, was \$42,748.46, which is the largest collection made by this branch of the office for many years.

Appended hereto is a list of the accounts of postmasters, late postmasters, failing contractors, failing bidders, and late contractors, with balances remaining due thereon, exclusive of costs and interest, upon which legal proceedings were pending June 30, 1897.

Very respectfully,

Henry A. Foster
Auditor.

The SECRETARY OF THE TREASURY.

Suits pending June 30, 1897.

Account.	Name of principal.	Designation.	Office or route.	Balance.	Year.	Remarks.
	ALABAMA.					
Money order.....	W. A. McGeeless.....	Late postmaster.....	Albertville.....	\$295.89	1896	Judgment.
Postal.....	James T. Tramel.....	do.....	Alapay.....	534.81	1895	Do.
Do.....	do.....	do.....	do.....	712.64	1895	Do.
Do.....	do.....	do.....	do.....	87.89	1895	Do.
Do.....	do.....	do.....	do.....	1,648.97	1895	Do.
Do.....	do.....	do.....	do.....	1,360.84	1895	Do.
Do.....	do.....	do.....	do.....	354.27	1895	Do.
Money order.....	Robert L. Houston.....	do.....	Birmingham.....	401.79	1897	Do.
Postal.....	H. J. Wynn.....	do.....	do.....	23.57	1897	Do.
Do.....	Warren E. Durham.....	do.....	Black Oak.....	23.98	1893	Do.
Do.....	Wm. H. Tennant.....	do.....	Center Star.....	19.57	1892	Do.
Do.....	Mitchell A. Smith.....	do.....	Charlton.....	632.04	1895	Pending.
Do.....	J. J. Scroggin.....	do.....	Calona.....	441.49	1895	Judgment.
Do.....	C. W. Dugan.....	do.....	Demopolis.....	49.48	1892	Do.
Do.....	John T. Keyton.....	do.....	Dothan.....	71.05	1891	Do.
Do.....	Mary C. Marra.....	do.....	East Lake.....	337.88	1893	Do.
Do.....	do.....	do.....	do.....	530.70	1893	Pending.
Money order.....	do.....	do.....	do.....	12.38	1892	Do.
Postal.....	John J. Haney.....	do.....	Eldridge.....	173.83	1871	Judgment.
Do.....	Holman Freeman.....	do.....	Fort Deposit.....	528.62	1895	Do.
Do.....	Henry Atkinson.....	do.....	Gustville.....	48.73	1890	Do.
Do.....	Jacob Greenwald.....	do.....	Hamburg.....	245.70	1879	Do.
Do.....	Daniel McKee.....	do.....	Harperville.....	804.09	1885	Do.
Do.....	do.....	do.....	do.....	104.83	1887	Do.
Do.....	do.....	do.....	do.....	104.78	1874	Do.
Do.....	George Hunt.....	do.....	Hartsells.....	80.11	1890	Pending.
Do.....	John L. Shank.....	do.....	Houston.....	63.77	1891	Judgment.
Do.....	John W. Davison.....	do.....	Lovan.....	420.53	1891	Do.
Money order.....	do.....	do.....	do.....	473.82	1891	Do.
Postal.....	George W. Brown.....	do.....	Marion.....	92.93	1891	Do.
Do.....	Edwin D. Olmstead.....	do.....	New Decatur.....	2,844.89	1891	Do.
Do.....	do.....	do.....	do.....	148.13	1896	Do.
Money order.....	Jacob Black.....	do.....	North Birmingham.....	381.65	1896	Pending.
Postal.....	do.....	do.....	do.....	92.91	1893	Do.
Postal.....	Gilbert Gay.....	do.....	Roanoke.....	181.06	1893	Do.
Postal.....	do.....	do.....	do.....	163.45	1893	Do.
Postal.....	Leonard F. Townsend.....	do.....	Wetumpka.....	106.27	1891	Do.
Postal.....	Willard W. Harris.....	Falling bidder.....	Two routes.....	1,300.31	1890	Do.
Mail service.....	D. L. Janes.....	Falling contractor.....	One route.....	286.32	1891	Judgment.
Do.....	Joseph T. Stephens.....	Falling bidder.....	do.....	15,937.37	1891	Do.
	Total.....					

Postal Money order.	Charles H. Edwards	Late postmaster	Douglas	76.48 613.35	1891 1891	Pending. Do.
	Total			719.83		
ALASKA.						
	ARIZONA.					
Postal	George Marks	Late postmaster	Allen	31.50	1896	Judgment.
Do.	Harry Lewis	do	Contention	159.18	1896	Do.
Do.	Simon Marks	do	do	337.94	1895	Appeal pending.
Do.	James J. Chatham	do	Nogales	308.98	1893	Credits authorized by Con- gress.
Do.	Isidor E. Solomon	do	Solomonville	2.05	1894	Pending.
Money order.	do	do	do	100.34	1894	Do.
	Total			939.90		
ARKANSAS.						
Postal	Irby Shephard	Late postmaster	Bryant	20.00	1895	Pending.
Money order.	do	do	do	171.60	1895	Do.
Postal	James B. Core	do	Plum Bayou	30.26	1892	Judgment
Do.	Jacob J. Applegate	do	Gordon	94.01	1892	Do.
Do.	Virgil C. Bigham	do	Moro	263.71	1893	Pending.
Do.	William C. Ligon	do	do	89.78	1895	Do.
Do.	William K. Gately	do	Tyler	236.40	1878	Judgment.
Mail service.	Joseph G. Bell	Falling contractor	Thirteen routes	2,195.09	1887-88	Do.
Do.	Mathew Pringle	Falling bidder	Route No. 7632	230.00	1872	Do.
Do.	Eugene L. Fisher	Falling contractor	Route No. 37011	12,296.47	1877	Do.
Do.	George S. Scott	do	Seven routes	436.15		Do.
	Total			16,067.47		
CALIFORNIA.						
Money order.	William M. Vickrey	Late postmaster	Copperopolis	642.75	1895	Pending.
Postal	Edward A. Peunas	do	Los Angeles	664.82	1898	Do.
Do.	Willie U. Masters	do	Pasadena	108.92	1891	Do.
Do.	Elr Gill	do	San Jose	17.85	1894	Do.
Money order.	Wm. J. Bryan	do	San Francisco	9,399.88	1890	Do.
Postal	John A. Leach	do	Uncle Sam	46.98	1864	Judgment in State of Wash- ington.
Do.	Elzy Morgan Paul	do	Upper Lake	94.79	1898	Judgment.
Mail service.	C. C. Mosier	Falling contractor	Nine routes	12,637.70	1890-90	Do.
Do.	William Barnes	Falling bidder	Route No. 46290	1,082.62	1879	Do.
Do.	Peter Fort	do	Route No. 76614	1,108.85	1892	Do.
Do.	H. J. Langdon	Falling contractor	Routes Nos. 76229, 76533, 76314	2,853.60	1899	Do.
Do.	A. H. Toivis	do	Nineteen routes	6,823.16	1881	Pending.
	Total			34,481.93		

Suits pending June 30, 1897—Continued.

Account.	Name of principal.	Designation.	Office or route.	Balance.	Year.	Remarks.
COLORADO.						
Postal	Ambrose Bray	Late postmaster	Central City		1884	Pending.
Money order	Edgar H. Cooper	do	Cortez	\$1,798.93	1888	Judgment.
Do	Michael B. Downey	do	Globeville	1,015.40	1886	Pending.
Postal	William H. Gowdy	do	Fremont	49.57	1891	Do.
Do	do	do	Morland	24.07	1892	Do.
Do	do	do	Fremont	681.61	1892	Do.
Do	do	do	Cripple Creek	250.06	1893	Do.
Do	John A. Lafferty	do	Georgetown	1,035.46	1893	Judgment.
Do	do	do	do	1,053.58	1899	Do.
Do	do	do	Parrott	171.21	1895	Do.
Do	James G. Sheek	do	Platteville	183.06	1899	Do.
Money order	John S. Wheeler	do	Three routes	20,350.81		Do.
Mail service	Lewis Harnum	Falling contractor	Thirty-one routes	80,694.61		Do.
Do	Wash. T. Bennett	do	Route No. 38211	3,093.53	1893-96	Pending.
Do	Perley and Walter Wason	do			1895	Do.
	Total			60,346.89		
DISTRICT OF COLUMBIA.						
Mail service	Albert E. Boone	Falling contractor	Two routes	323.60	1879	Judgment.
Do	J. B. Colegrove	do	Fifteen routes	4,676.08	1891-93	Do.
Do	C. C. Fryaser	do	Thirteen routes	3,665.82	1880	Do.
Do	W. W. Hall	do	Seven routes	1,847.02	1892-93	Do.
Do	Charles A. McEuen	do	Two routes	458.79	1880	Pending.
	Total			10,945.31		
FLORIDA.						
Postal	John T. Jolly	Late postmaster	Cedar Keys	679.53	1870	Pending.
Do	Kirby A. Griner	do	Dunnellon	170.80	1896	Do.
Money order	do	do	do	331.87	1896	Do.
Postal	Edward H. Reed	do	Jacksonville	784.89	1871	Judgment.
Money order	do	do	do	818.94	1871	Do.
Do	J. C. Emdin	do	Pensacola	645.94	1874	Do.
Do	William E. Rush	do	Lake City	70.01	1894	Pending.
Do	W. B. Saunders	do	Lake de Poinak	27.73	1894	Do.
Do	do	do	do	269.67	1895	Do.
Do	do	do	do	27.43	1894	Do.
Do	J. M. Nail	do	Marcellville	1,263.10	1895	Do.
Do	do	do	do	449.08	1898	Do.
Do	Alfred B. Osgood	do	Madison	719.49	1893	Judgment.
Do	do	do	do	22.84	1893	Do.

			Appeal taken by United States.	
Postal.....	John Carlovitz.....	do.....	1,842.06	1885
Do.....	do.....	do.....	339.29	1888
Do.....	Simeon P. Lewis.....	do.....	350.52	1887
Do.....	William Perkins.....	do.....	35.97	1887
Money order.....	William M. Eatman.....	do.....	629.17	1884
Postal.....	George T. Hubert.....	do.....	411.67	1886
Money order.....	do.....	do.....	2,577.07	1896
Postal.....	Robert Meacham.....	do.....	177.85	1892
Money order.....	do.....	do.....	112.82	1892
Do.....	L. M. Moore.....	do.....	220.92	1878
Postal.....	Charles R. Jenkins.....	do.....	42.08	1896
Money order.....	do.....	do.....	10,784.02	1896
Postal.....	John C. Calhoun.....	do.....	693.48	1885
Do.....	do.....	do.....	127.21	1887
Do.....	James S. Fannin.....	do.....	1,628.67	1885
Do.....	do.....	do.....	364.05	1887
Mail service.....	John W. Price.....	do.....	198.46	Do.
Do.....	D. Brown Sennis.....	do.....	80.00	Do.
Total.....			20,413.31	1896
GEORGIA.				
Postal.....	Michael P. Suber.....	Late postmaster.....	753.45	1886
Do.....	do.....	do.....	67.14	1886
Money order.....	William T. Crane.....	do.....	123.68	1873
Postal.....	Guselo Barksdale.....	Box Spring.....	358.67	1895
Money order.....	Stephen R. Potts.....	Forayth.....	529.89	1876
Postal.....	Serven A. Sweat.....	Homerville.....	74.49	1893
Do.....	Milton Watts.....	Igo.....	60.00	1893
Do.....	do.....	do.....	60.23	1895
Money order.....	J. M. Rice.....	Jumalia.....	27.28	1894
Postal.....	Stella R. Laird.....	La Grange.....	2,294.90	1893
Do.....	do.....	do.....	3,493.70	1893
Money order.....	John M. James.....	Lithia Springs.....	122.88	1890
Postal.....	Andrew J. Dickson.....	Merabon.....	455.03	1890
Do.....	W. B. Jones.....	Montezuma.....	844.07	1873
Money order.....	John W. Clements.....	Preston.....	67.38	1874
Postal.....	John T. Whorton.....	do.....	62.44	Do.
Do.....	Josiah G. W. Mills.....	Redclay.....	150.30	1895
Do.....	John B. Suttles, Jr.....	Red oak.....	504.18	1896
Do.....	do.....	do.....	94.69	1887
Do.....	Charles W. Ashley.....	Rochelle.....	174.40	1891
Money order.....	John B. Roberts.....	Sandersville.....	751.60	1893
Postal.....	J. T. McLane.....	Sanfordville.....	511.69	1895
Do.....	William G. Hendl.....	Starkville.....	68.08	1895
Do.....	H. W. McCranie.....	Stockton.....	78.18	1874
Do.....	Abner F. Holt.....	Valdosta.....	646.43	1894
Money order.....	Joseph P. Lide.....	Wareboro.....	102.41	1895
Total.....			11,978.81	Do.

Suits pending June 30, 1897—Continued.

Account.	Name of principal.	Designation.	Office or route.	Balance.	Year.	Remarks.
IDAHO.						
Postal	Charles P. Tatro.	Late postmaster.	Bellevue.	\$425.31	1883	Judgment.
ILLINOIS.						
Postal	Thaddeus O. Jones.	Late postmaster.	Anburn Park.	470.15	1893	Pending.
Do	James Allen, Jr.	do	Bloomington.	465.04	1895	Judgment.
Do	David Scully.	do	Cummings.	271.08	1889	Do.
Do	David P. O'Leary.	do	Evans.	215.50	1896	Pending.
Do	B. H. Bishop.	do	Freemantion.	185.87	1872	Judgment.
Do	Robert Dougherty.	do	Lovilla.	10.94	1862	Do.
Do	Joseph L. Walsh.	do	South Chicago.	77.94	1890	Do.
Do	Alfred S. Scott.	do	Wethersfield.	1,250.64	1896	Pending.
Do	James M. Blades.	Failing contractor.	Three routes.	310.33	1879	Judgment.
Mail service.	Total			3,974.69		
INDIANA.						
Postal	Samuel S. Heiney.	Late postmaster.	Mooreland.	5.87	1896	Pending.
Money order.	do	do	do	457.70	1896	Do.
Postal	Furman Y. Brill.	do	Riley.	181.56	1893	Do.
Money order.	James H. Clugage.	do	Sullivan.	.43	1894	Do.
	Total			615.56		
INDIAN TERRITORY.						
Money order.	Wm. F. Weeks.	Late postmaster.	Hartshorne.	5,052.19	1895	Pending.
IOWA.						
Postal	Nelson Huckins.	Late postmaster.	Brush Creek.	22.40	1868	Judgment.
Do	Milton H. Westbrook.	do	Lyons.	242.92	1890	Pending.
Do	John McLaughy.	do	Mount Ayr.	191.15	1867	Judgment.
Do	Clarence S. Wilson.	do	Pella.	591.70	1866	Do.
Mail service.	Nathan Harvey.	Late contractor.	One route.	176.07		Pending.
	Total			1,224.24		
KANSAS.						
Postal	Elijah L. Pierce.	Late postmaster.	Delta.	40.82	1880	Judgment.
Do	August Jandicke.	do	Lawrence.	527.49	1892	Appeal taken by defendant.

Do	Frank Mapes	do	Kansas City	9,153.56	1892	Judgment.
Do	Peter A. Becker	do	Kingman	257.54	1884	Pending.
Do	Newton M. Wellman	do	Rosedale	24.00	1884	Judgment.
Mail service	R. N. Bennett	Falling contractor	Twenty-three routes	16,132.04	1889	Do.
Do	W. L. Bangarnier	Falling contractors	Seven routes	3,503.39	1889-90	Do.
Do	J. C. Bangarnier	Falling contractor	One route	1,723.91	1890	Appeal taken by United States.
Do	J. W. Hudson	do	do	763.17	1891	Judgment.
Do	Riley Lake	do	Twenty-one routes	12,062.32	1889	Do.
Do	D. T. McFarland	Falling bidder	Two routes	23,462.50	1870	Pending.
Do	J. A. Moore					
Total				67,668.74		
KENTUCKY.						
Postal	Wm. L. Malone	Late postmaster	Campbellsville	498.27	1891	Pending.
Money order	do	do	do	10.48	1891	Do.
Postal	James B. Stallard	do	Colly	28.10	1894	Do.
Do	Wm. R. Bates	do	Glasgow	917.76	1891	Judgment.
Do	Thomas F. McClure	do	Hardinsburg	173.06	1894	Do.
Do	Preston J. Fall	do	Hoskinson	47.37	1894	Pending.
Do	Cornelius S. Smith	do	Jolly	36.20	1893	Judgment.
Do	Wm. T. Davis	do	Middlesboro	232.94	1894	Do.
Do	George C. Everett	do	Mt. Sterling	1,632.49	1896	Do.
Money order	do	do	do	286.61	1896	Do.
Postal	Hugh McMillan, Jr.	do	Paducah	110.81	1892	Do.
Do	Frank E. Schmuck	do	Saxony	109.80	1896	Pending.
Money order	J. N. Bradford	Falling contractor	Three routes	49.62	1896	Do.
Do	Charles Chynoweth	do	One route	1,964.16	1881	Judgment.
Do	Oliver A. Cogger	Falling contractors	do	777.46	1879	Do.
Do	J. V. Conger	Falling contractor	Nine routes	2,042.70	1887-8-9	Do.
Do	Wm. C. Cook	Falling contractor	Sixty-eight routes	12,435.01	1880	Do.
Do	Wm. Craft	Falling bidder	One route	51.55		Do.
Do	Parks H. Egle	Falling contractor	do	101.55		Do.
Do	Eugene H. Engher	Falls subdivision	Four routes	318.06	1879	Do.
Do	James T. Gibson	Fifty-six routes	do	10,684.15	1880	Do.
Do	Giles & Goodin	Falling contractor	Nineteen routes	2,960.20	1890-81	Do.
Do	H. W. Hogg	Falling contractor	Thirty-one routes	10,234.80	1891	Do.
Do	J. W. Jones	do	Three routes	841.60	1887-90	Do.
Do	J. V. Lovels	do	do	784.50		Do.
Do	John W. Reader	do	One route	607.07	1878	Do.
Do	I. R. Reader	do	Seven routes	4,233.96	1887-88	Do.
Do	James R. Sawyer	do	do	176.68	1881	Do.
Do	E. E. & J. R. Sawyer	do	Two routes	339.63	1879	Do.
Do	Stewart W. Scott	Falling contractors	do	3.87	1870	Do.
Do	Thomas J. Wyatt	Falling contractor	One route	2,576.59	1880-81	Do.
Do	do	do	Eight routes			Do.
Total				55,908.67		

Suits pending June 30, 1897—Continued.

Account.	Name of principal.	Designation.	Office or route.	Balance.	Year.	Remarks.
LOUISIANA.						
Money order.....	Frank Connelly.....	Late postmaster.....	Alexandria.....	\$1,053.33	1881	Judgment.
Postal.....	William A. Moulton.....	do.....	Bastrop.....	141.07	1876	Do.
Do.....	Simon Witkowski.....	do.....	Caledonia.....	17.80	1887	Pending.
Do.....	Richard W. Francis.....	do.....	Houma.....	987.04	1870	Do.
Money order.....	do.....	do.....	do.....	7,865.83	1870	Do.
Do.....	Charles Leroy.....	do.....	Natchitoches.....	1,957.32	1872	Judgment.
Postal.....	Joseph F. De Vargas.....	do.....	do.....	323.88	1876	Do.
Do.....	Ernest Fontenette.....	do.....	St. Martinsville.....	114.45	1871	Do.
Do.....	Sanders F. Oliver.....	Failing contractor.....	One route.....	899.06	1881	Do.
	Total.....			12,848.79		
MARYLAND.						
Postal.....	F. A. Tolson.....	Late postmaster.....	Riverside.....	1,023.01	1885	Pending.
Do.....	do.....	do.....	do.....	397.45	1887	Do.
Do.....	James H. Fraser.....	do.....	St. Leonard.....	85.80	1884	Do.
Do.....	Basil H. Boitz.....	do.....	Woodbine.....	100.12	1889	Do.
	Total.....			1,515.78		
MICHIGAN.						
Money order.....	Wm. C. Simmons.....	Late postmaster.....	Hesperia.....	2,384.31	1898	Pending.
Postal.....	John E. Manning.....	do.....	Ingham.....	288.31	1891	Do.
Do.....	Charles D. Smith.....	do.....	Marshall.....	764.35	1841	Judgment.
Do.....	H. A. Reed.....	do.....	Mill Point.....	90.93	1861	Do.
Do.....	Avery M. Dewey.....	do.....	Riga.....	10.85	1867	Do.
Do.....	J. M. McKinley.....	do.....	St. James.....	65.31	1861	Do.
Do.....	W. F. Citta.....	do.....	Sault de Ste. Marie.....	135.81	1861	Pending.
Do.....	T. W. Hastings.....	do.....	Zilwaukee.....	130.40	1866	Judgment.
Do.....	Emory F. Calhiff.....	Failing contractor.....	One route.....	1,397.30	1866	Do.
Mail service.....	Total.....			5,277.47	1878	Do.
MINNEOTA.						
Postal.....	Mathias Snyder.....	Late postmaster.....	Germania.....	279.97	1881	Judgment.
Do.....	Joseph Buttweller.....	do.....	New Munich.....	24.29	1896	Do.
Do.....	James B. Summer.....	do.....	Pillager.....	52.04	1895	Do.
Do.....	Charles A. Peterson.....	do.....	Thomson.....	3.16	1896	Do.
Money order.....	do.....	do.....	do.....	357.55	1896	Do.
Mail service.....	J. H. Sugen.....	Late contractor.....	One route.....	49.32	Do.
	Total.....			926.35		

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Suite pending June 30, 1897—Continued.

Account.	Name of principal.	Designation.	Office or route.	Balance.	Year.	Remarks.
	NEVADA.					
Postal	L. C. Peace	Late postmaster	Humboldt City	\$202.02	1865	Judgment.
Do	T. W. Abraham	do	Pioche	1,920.23	1874	Do.
Do	George Dean	do	Silver City	893.29	1864	Judgment.
Do	do	do	do	428.32	1865	Judgment.
	Total			3,443.86		
	NEW JERSEY.					
Money order	Jacob D. Schor	Postmaster	Nordhoff	2,510.38		Pending.
	NEW MEXICO.					
Money order	A. M. Swan	Late postmaster	Gallup	168.24	1890	Appeal taken by United States.
Do	Emma J. Hansberg	do	Hansberg	477.52	1894	Pending.
Postal	Elsie A. Olson	do	Kelly	228.28	1895	Do.
Money order	Fernando Nolan	do	Mora	1,338.67	1890	Judgment.
Postal	Rose T. Dominguez	do	Pena Blanca	188.91	1896	Pending.
Do	Geo. W. Howland	do	Santa Fe	2,707.47	1870	Judgment.
	Total			5,092.29		
	NEW YORK.					
Postal	Joseph Hegeman	Late postmaster	Bayville	\$23.29	1894	Pending.
Money order	do	do	do	1,291.43	1894	Do.
Do	C. H. Kennard	do	Chauncy	2,320.18	1894	Appeal taken by United States.
Postal	Beriah Wilber	do	Indian Lake	210.67	1894	Judgment.
Do	do	do	do	268.04	1895	Do.
Do	Aaron I. Christie	do	Nyack	2,700.00	1890	Pending.
Money order	Peter F. Vaupe	do	Wakefield	601.80	1892	Do.
Postal	John H. Mayson	do	West Haverstraw	132.63	1896	Do.
Mail service	Thomas J. Crouch	Falling contractor	Two routes	728.23		Judgment.
Do	J. W. McCullah	do	Six routes	1,331.19	1890-91	Pending.
	Total			9,846.94		
	NORTH CAROLINA.					
Postal	John Q. A. Henry	Late postmaster	Allred	119.33	1894	Pending.
Do	Thomas W. Thatham	do	Andrews	192.75	1894	Do.

Do.....	George W. Cannon.....	do.....	Ashville.....	1893	3,444.16	Do.....	Judgment.
Do.....	Anta Ebert.....	do.....	Rannernans.....	1893	81.88	Do.....	Do.....
Do.....	Mrs. Ann E. Cherry.....	do.....	Bay River.....	1875	83.58	Do.....	Do.....
Do.....	Robert E. McDonald.....	do.....	Charlotte.....	1876	387.01	Do.....	Do.....
Money order.....	do.....	do.....	do.....	1876	983.97	Do.....	Do.....
Do.....	do.....	do.....	do.....	1875	105.54	Do.....	Do.....
Postal.....	Naill C. Hall.....	do.....	Clarkton.....	1893	59.56	Do.....	Do.....
Money order.....	do.....	do.....	do.....	1893	88.08	Do.....	Do.....
Postal.....	John E. Wilcox.....	do.....	Delrhills.....	1896	557.28	Do.....	Do.....
Do.....	Wm. Lambell Kimmell.....	do.....	Glen Ingalls.....	1895	184.60	Pending.....	Judgment.
Do.....	Mrs. V. C. McCraw.....	do.....	Henderson.....	1890	250.23	Do.....	Do.....
Money order.....	Medora H. Thompson.....	do.....	do.....	1880	134.65	Do.....	Do.....
Postal.....	Joseph Edgerton.....	do.....	Horse Cove.....	1894	678.88	Pending.....	Judgment.
Money order.....	Owen S. Lanier.....	do.....	Kenly.....	1894	300.21	Do.....	Do.....
Do.....	Samuel B. Shell.....	do.....	do.....	1894	38.47	Do.....	Do.....
Postal.....	John O. Griffith.....	do.....	Lanier.....	1893	37.96	Do.....	Do.....
Do.....	Hezekiah Cooke.....	do.....	Mackey Ferry.....	1883	165.18	Do.....	Do.....
Money order.....	do.....	do.....	Mcaville.....	1889	89.41	Pending.....	Judgment.
Postal.....	A. Webster Slader.....	do.....	Oberlin.....	1894	206.72	Do.....	Do.....
Money order.....	do.....	do.....	do.....	1894	116.23	Do.....	Do.....
Do.....	John W. Scott, Jr.....	do.....	Raleigh.....	1894	54.52	Pending.....	Do.....
Do.....	Jane Horton.....	do.....	do.....	1894	4.37	Do.....	Do.....
Do.....	Mary E. Swing.....	do.....	Sanford.....	1896	545.70	Do.....	Do.....
Do.....	Frank Davis.....	do.....	Scottville.....	1892	35.69	Do.....	Do.....
Money order.....	do.....	do.....	Smith Grove.....	1896	158.18	Do.....	Do.....
Postal.....	Columbus M. Mills.....	do.....	Southport.....	1893	51.69	Do.....	Do.....
Money order.....	do.....	do.....	do.....	1893	337.08	Do.....	Do.....
Postal.....	Peter T. Smith.....	do.....	Tryon.....	1895	300.50	Do.....	Do.....
Do.....	W. E. Whitely.....	do.....	do.....	1895	473.00	Do.....	Do.....
Do.....	George Z. Prough.....	do.....	Wakulla.....	1893	26.46	Judgment.....	Do.....
Do.....	Wm. H. Wheeler.....	do.....	Whitely.....	1887	346.12	Pending.....	Judgment.
Do.....	do.....	do.....	Wilmington.....	1894	267.63	Judgment.....	Do.....
Do.....	do.....	do.....	Winston.....	1890	25.76	Pending.....	Do.....
Do.....	do.....	do.....	do.....	1894	384.71	Do.....	Do.....
Mail service.....	Jesse A. Crip.....	Failing contractor.....	One route.....	1897	81.88	Do.....	Do.....
Do.....	Wm. T. Hayes.....	do.....	Two routes.....	1887	237.18	Do.....	Do.....
Do.....	James J. Horton.....	do.....	do.....	1883	262.54	Do.....	Do.....
Do.....	John F. Logan.....	do.....	Eight routes.....	1894	2,044.52	Do.....	Do.....
Do.....	Wm. R. Lovell.....	do.....	One route.....	1891	90.55	Do.....	Do.....
Do.....	R. G. Winn.....	do.....	Seven routes.....	1898	684.06	Do.....	Do.....
Total.....				18,427.42			
NORTH DAKOTA.							
Postal.....	Orson L. Freeman.....	Late postmaster.....	Grand Forks.....	1875	23.23	Judgment.....	Do.....
Money order.....	Wm. E. Mansfield.....	do.....	do.....	1898	198.23	Pending.....	Do.....
Total.....				221.46			

Suits pending June 30, 1897—Continued.

Account.	Name of principal.	Designation.	Office or route.	Balance.	Year.	Remarks.
OKLAHOMA.						
Postal.....	Thos. J. Mann.....	Late postmaster.....	Cleveland.....	\$198.48	1894	Judgment.
Do.....	do.....	do.....	do.....	147.90	1895	Do.
Money order.....	do.....	do.....	do.....	411.42	1895	Do.
Postal.....	Harvey E. Thompson.....	do.....	Kearlin.....	102.27	1896	Do.
Money order.....	do.....	do.....	do.....	203.05	1896	Do.
Postal.....	Joshua Copeland.....	do.....	Waynoka.....	40.23	1894	Pending.
Do.....	do.....	do.....	do.....	14.58	1895	Do.
	Total.....			1,117.23		
OHIO.						
Mail service.....	L. F. Sturdevant.....	Falling contractor.....	Three routes.....	1,390.94	1889	Judgment.
Do.....	J. D. Emerson.....	Late contractor.....	Eleven routes.....	852.21	.....	Do.
	Total.....			2,243.15		
OREGON.						
Postal.....	William Griffiths.....	Late postmaster.....	Crown Rock.....	70.78	1892	Judgment.
Do.....	Joseph Bassett.....	do.....	New Bridge.....	24.85	1893	Do.
	Total.....			95.63		
PENNSYLVANIA.						
Postal.....	A. Dalrymple.....	Late postmaster.....	Browns Mills.....	89.45	1869	Pending.
Do.....	Miles Beatty.....	do.....	Clarton.....	139.28	1868	Do.
Money order.....	John Breen.....	do.....	Gladwyne.....	1,103.93	1893	Do.
Postal.....	Samuel Ware.....	do.....	Kensington.....	2,239.00	1892	Judgment.
Do.....	Isaac F. Tillinghast.....	do.....	La Plume.....	89.41	1891	Pending.
Do.....	do.....	do.....	do.....	352.46	1893	Do.
Do.....	John O'Brien.....	do.....	Pencord.....	147.71	1895	Judgment.
Do.....	Robert T. Perry.....	do.....	Ringgold.....	361.25	1895	Pending.
Do.....	J. Frank Boyer.....	Falling contractor.....	One route.....	789.99	1890	Judgment.
Do.....	E. Frank Crouse.....	do.....	Five routes.....	41,276.05	1892	Pending.
	Total.....			45,559.73		
SOUTH CAROLINA.						
Postal.....	W. Walker Russell.....	Late postmaster.....	Anderson Court-House.....	124.91	1894	Pending.
Do.....	Aaron G. Varn.....	do.....	Hamburg.....	62.48	1891	Judgment.

Do.....	Do.....	do.....	Brickhouse.....	613.69	1894	Do.
Do.....	do.....	do.....	Delemurs.....	43.47	1892	Do.
Do.....	do.....	do.....	Drawlys.....	38.83	1894	Do.
Do.....	do.....	do.....	Elmore.....	101.75	1893	Pending.
Money order.....	do.....	do.....	do.....	456.52	1893	Do.
Postal.....	do.....	do.....	Ninety-six.....	35.77	1893	Do.
Money order.....	do.....	do.....	do.....	93.17	1893	Do.
Postal.....	do.....	do.....	Orangeburg Court-House.....	634.91	1895	Do.
Money order.....	do.....	do.....	do.....	97.53	1895	Do.
Postal.....	do.....	do.....	Pickens Court-House.....	132.74	1894	Do.
Do.....	do.....	do.....	Rantowles.....	337.14	1893	Do.
Do.....	do.....	do.....	Stewart.....	54.16	1898	Judgment.
Do.....	do.....	do.....	Virgil.....	21.36	1895	Pending.
Do.....	do.....	do.....	Wellford.....	96.80	1890	Do.
Total.....				2,947.23		
SOUTH DAKOTA.						
Postal.....	J. W. C. White.....	Late postmaster.....	Carbonate.....	86.44	1898	Judgment.
Money order.....	do.....	do.....	do.....	968.04	1898	Do.
Postal.....	John Mansfield.....	do.....	Mansfield.....	74.73	1895	Do.
Do.....	C. H. McIntyre.....	do.....	Yankton.....	502.40	1874	Do.
Mail service.....	Albert T. Hanson.....	Falling contractor.....	One route.....	538.07	1899	Do.
Total.....				2,119.68		
TENNESSEE.						
Postal.....	William M. King.....	Late postmaster.....	Clairfield.....	306.26	1895	Pending.
Do.....	King C. Griffin.....	do.....	Deep Spring.....	36.94	1896	Do.
Mail service.....	W. F. Jones.....	Falling contractor.....	Two routes.....	1,166.62	1897	Judgment.
Total.....				1,509.82		
TEXAS.						
Postal.....	Eugene A. Gage.....	Late postmaster.....	Barnards Mill.....	53.32	1874	Judgment.
Do.....	J. Robert Brown.....	do.....	Brownwood.....	114.70	1879	Do.
Money order.....	Charles M. Norton.....	do.....	Calvert.....	35.10	1882	Do.
Do.....	do.....	do.....	do.....	1,108.50	1893	Do.
Do.....	do.....	do.....	do.....	1,454.98	1895	Do.
Do.....	Milton T. Johnson.....	do.....	Center.....	578.07	1893	Pending.
Postal.....	C. W. Clifton.....	do.....	Greenwood.....	39.37	1890	Judgment.
Do.....	Charles A. Henneberry.....	do.....	Grigsby's Bluff.....	20.19	1893	Do.
Do.....	F. W. Rinehart.....	do.....	Greenebeck.....	541.98	1872	Do.
Do.....	John W. Campbell.....	do.....	Ironwood.....	79.28	1873	Do.
Do.....	Enos C. England.....	do.....	Kaufman.....	194.96	1885	Do.
Money order.....	do.....	do.....	do.....	1,536.24	1885	Do.
Postal.....	Champion Cowan.....	do.....	Lockhart.....	82.68	1873	Do.
Money order.....	Henry Andrews.....	do.....	Lyon.....	97.13	1893	Do.
Postal.....	John H. Cooke.....	do.....	Quinn.....	74.99	1890	Pending.

Suits pending June 30, 1897—Continued.

Account.	Name of principal.	Designation.	Office or route.	Balance.	Year.	Remarks.
	TEXAS—continued.					
Money order.....	John H. Cooke.....	Late postmaster.....	Quilalin.....	\$5,095.00	1896	Pending.
Postal.....	J. W. Vining.....	do.....	Kauk.....	127.06	1873	Judgment.
Do.....	Fred C. Hallman.....	do.....	Sumpter.....	46.84	1872	Do.
Do.....	Wm L. Culbreath.....	do.....	do.....	123.22	1871	Do.
Do.....	Philip T. Ball.....	do.....	Sunset.....	80.25	1885	Do.
Money order.....	do.....	do.....	do.....	5,408.67	1885	Do.
Do.....	O. J. Poesy.....	do.....	Sweet Water.....	30.56	1886	Do.
Do.....	J. F. Reakley.....	do.....	Tyler.....	298.48	1873	Do.
Mail service.....	H. F. Dupson.....	Falling contractor.....	Six routes.....	1,301.86	1886	Do.
Do.....	J. F. Witt.....	do.....	Two routes.....	2,414.18	.....	Do.
	Total.....			20,905.21		
	UTAH.					
Postal.....	Brigham L. Young.....	Late postmaster.....	Kanab.....	960.23	1884	Judgment.
Do.....	Ida Jones.....	do.....	Manti.....	72.88	1888	Do.
Mail service.....	T. C. Jackson.....	Falling contractor.....	Route No. 41125.....	43,591.03	.....	Pending.
Do.....	Henry C. Kennedy.....	do.....	Two routes.....	27,215.69	.....	Do.
	Total.....			71,839.83		
	VIRGINIA.					
Postal.....	Wm. H. White.....	Late postmaster.....	Bremo Ring.....	78.99	1891	Judgment.
Do.....	Wells Blewins.....	do.....	Green Cove.....	10.80	1894	Pending.
Money order.....	Virginia C. Flier.....	do.....	Intermont.....	191.19	1894	Judgment.
Postal.....	Lorenzo D. McMillion.....	do.....	Macks Gap.....	778.91	1890	Do.
Money order.....	Josephine M. Owens.....	do.....	Waterfall.....	249.51	1895	Pending.
Do.....	do.....	do.....	do.....	65.25	1895	Do.
Do.....	do.....	do.....	do.....	325.99	1895	Do.
Mail service.....	Luther Lewis.....	Falling contractor.....	One route.....	452.34	1892	Judgment.
Do.....	Samuel M. McArthur.....	do.....	Fourteen routes.....	4,003.13	1892	Do.
	Total.....			6,186.11		
	WASHINGTON.					
Postal.....	Phineas M. Annis.....	Late postmaster.....	Alderson.....	44.38	1894	Pending.
Do.....	F. E. Scriven.....	do.....	Boundary.....	138.15	1895	Do.
Money order.....	do.....	do.....	do.....	1,521.12	1895	Do.
Postal.....	Sadie Young.....	do.....	Deep Creek Falls.....	46.13	1891	Judgment.
Do.....	John Martin.....	do.....	Rochester.....	584.64	1894	Pending.

Money order.....	Julius C. Lovejoy.....	do.....	Ruby.....	853.21	1894	Do.
Postal.....	Duncan C. McHeath.....	do.....	Snohomish.....	256.82	1893	Do.
Do.....	Howard T. Mallon.....	Postmaster.....	Spokane.....	4,728.17	.....	Do.
Money order.....	do.....	do.....	do.....	2,600.00	.....	Do.
Postal.....	Arthur J. Shaw.....	Late postmaster.....	do.....	12,750.71	1894	Do.
Money order.....	Marcus De L. Hamilton.....	do.....	do.....	478.49	1894	Do.
Postal.....	C. C. McCoy.....	Falling contractor.....	Sunnysdale.....	44.62	1896	Do.
Mail service.....	Total.....	.....	Twelve routes.....	31,125.55	1899	Judgment.
				55,171.99		
WEST VIRGINIA.						
Postal.....	Boyd E. Lusk.....	Late postmaster.....	Brier.....	41.37	1894	Pending.
Do.....	L. A. Rader.....	do.....	Clifton.....	78.82	1874	Judgment.
Do.....	John A. Howell.....	do.....	Diana.....	28.35	1893	Pending.
Do.....	Alex R. Campbell.....	do.....	Fry.....	81.02	1893	Do.
Do.....	C. A. M. Meadows.....	do.....	Kanawha City.....	110.77	1891	Do.
Do.....	do.....	do.....	do.....	293.48	1892	Do.
Do.....	do.....	do.....	do.....	81.46	1893	Do.
Do.....	J. D. Shumate.....	do.....	Oceana.....	123.99	1890	Do.
Do.....	James W. Hunter.....	do.....	Peachtree.....	44.69	1896	Judgment.
Do.....	Nathan L. Bartlett.....	do.....	Simpson.....	205.96	1893	Pending.
Do.....	John A. Hauver.....	do.....	One route.....	463.91	1892	Do.
Mail service.....	Total.....	.....	.....	1,528.82		Judgment.
WISCONSIN.						
Money order.....	Edwin L. Hinchliff.....	Late postmaster.....	Hawthorne.....	55.47	1896	Pending.
Postal.....	J. A. Wood.....	do.....	Hurley.....	1,275.88	1888	Judgment.
Money order.....	Otto A. Risum.....	do.....	Pulcifer.....	82.17	1894	Pending.
Postal.....	Joseph W. Herman.....	do.....	Wallace.....	72.07	1895	Do.
	Total.....	.....	.....	1,485.59		
WYOMING.						
Postal.....	Rome Maffitt.....	Late postmaster.....	Almond.....	171.97	1891	Pending.
Do.....	William M. Masi.....	do.....	Cheyenne.....	2,624.14	1893	Conditional relief granted by Congress.
Do.....	George A. Draper.....	do.....	do.....	4,896.51	1897	Pending.
Do.....	Thomas E. McCreland.....	do.....	Cheyenne City.....	4,481.62	1899	Do.
Do.....	A. J. White.....	do.....	Point of Rocks.....	22.25	1871	Judgment.
Do.....	J. H. Tests.....	do.....	Sherman.....	395.25	1870	Do.
	Total.....	.....	.....	12,531.74		

Total amount in suit June 30, 1897, \$622,146.77.

REPORT

OF THE

AUDITOR FOR THE POST-OFFICE DEPARTMENT

TO THE

POSTMASTER-GENERAL.

TREASURY DEPARTMENT,
OFFICE OF THE AUDITOR
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., October 1, 1897.

SIR: I have the honor to submit herewith the annual report of receipts and expenditures of the Post-Office Department as shown by the accounts of this office for the fiscal year ended June 30, 1897.

All expenditures on account of service of last and prior fiscal years are stated to September 30, 1897, the audit and payment of the accounts not being completed until that date.

REVENUE ACCOUNT OF THE POST-OFFICE DEPARTMENT.

Service of the fiscal year 1897.

Postal revenue of the year ended June 30, 1897.....	\$82,665,462.73
Expenditures.....	93,781,287.86
Excess of expenditures over revenue.....	11,115,825.13
Amount placed with the Treasurer of the United States to the credit of the Department, being grants from the general Treasury in aid of the postal revenues under the act approved June 9, 1896 (Stat. L., vol. 29, chap. 386, p. 316).....	9,000,000.00
Excess of deficiency over grants.....	2,115,825.13
Amount of balances due from late postmasters on postal accounts closed by "Bad debts".....	\$6,986.29
Amount of balances due from late postmasters on postal accounts closed by "Compromise debts".....	2,856.92
Amount of balances on postal accounts of late postmasters closed by "Judgments for defendants".....	10,647.88
Total.....	20,491.09
Amount of balances due to late postmasters on postal accounts closed to "Suspense".....	691.33
Net loss on postal accounts closed.....	19,799.76
Amount to be placed with the Treasurer of the United States.	2,135,624.89
	845

Service of the fiscal year 1896.

Amount to be placed with the Treasurer of the United States as shown by the report for the fiscal year 1896.....	\$2, 137, 828. 65
Expended from October 1, 1896, to September 30, 1897.....	277, 958. 68
	<hr/>
	2, 415, 787. 33
Amount placed with the Treasurer of the United States to the credit of the Department, being grants from the general Treasury in aid of the postal revenues under section 2 of the act approved February 28, 1895 (Stat. L., vol. 28, chap. 140, p. 693).....	2, 500, 000. 00
	<hr/>
Balance on account of fiscal year 1896.....	84, 212. 67

Service of the fiscal year 1895.

Amount to be placed with the Treasurer of the United States as shown by the report for the fiscal year 1896.....	\$595, 940. 65
Expended from October 1, 1896, to September 30, 1897.....	9, 803. 21
	<hr/>
	605, 743. 86
Amount placed with the Treasurer of the United States to the credit of the Department, being grants from the general Treasury in aid of the postal revenues under section 3 of the act approved July 16, 1894 (Stat. L., vol. 28, chap. 137, p. 106).....	625, 000. 00
	<hr/>
Balance on account of fiscal year 1895.....	19, 256. 14

Service of the fiscal year 1894.

Balance October 1, 1896, being available for payments under appropriations contained in the deficiency acts approved March 2, 1895, and June 8, 1896.....	\$31, 321. 49
Expended from October 1, 1896, to September 30, 1897.....	21. 70
	<hr/>
Balance on account of fiscal year 1894.....	31, 299. 79

Service of the fiscal year 1893.

Balance October 1, 1896, being available for payments under appropriations contained in the deficiency act approved March 2, 1895..	\$8, 420. 60
Amount certified to the Postmaster-General, report No. 27518, and paid to the general Treasury by warrant No. 15742, Washington, dated June 1, 1897.....	8, 420. 60

Service of the fiscal year 1892.

Balance October 1, 1896.....	\$86. 65
Amount certified to the Postmaster-General, report No. 13161, and paid to the general Treasury by warrant No. 13292, Washington, dated February 27, 1897.....	86. 65

Claims, 1894 and prior years.

Amount placed with the Treasurer of the United States to the credit of the Department, being grants from the general Treasury in aid of the postal revenues under the deficiency act approved July 19, 1897, and the sundry civil act approved June 4, 1897.....	\$8, 058. 11
Expended from October 1, 1896, to September 30, 1897.....	8, 058. 11

Claims, 1893 and prior years.

Balance available October 1, 1896.....	\$23. 79
Amount placed with the Treasurer of the United States to the credit of the Department, being grants from the general Treasury in aid of the postal revenues under the deficiency acts approved June 8, 1896, and July 19, 1897.....	334. 77
	<hr/> 358. 56
Expended from October 1, 1896, to September 30, 1897.....	112. 82
	<hr/> 245. 74
Amount certified to the Postmaster-General, report No. 37927, and paid to the general Treasury by warrant No. 1187, Washington, dated July 30, 1897.....	245. 74

Claims, 1892 and prior years.

Balance available October 1, 1896.....	\$659. 64
Amount certified to the Postmaster-General, report No. 37928, and paid to the general Treasury by warrant No. 1186, Washington, dated July 30, 1897.....	220. 00
	<hr/> 439. 64
Balance available September 30, 1897.....	

Claims, 1890 and prior years.

Balance available October 1, 1896.....	\$598. 25
Amount certified to the Postmaster-General, report No. 37925, and paid to the general Treasury by warrant No. 1185, Washington, dated July 30, 1897.....	598. 25

Claims, 1889 and prior years.

Balance available October 1, 1896.....	\$126. 56
Amount certified to the Postmaster-General, report No. 37924, and paid to the general Treasury by warrant No. 1184, Washington, dated July 30, 1897.....	126. 56

Claims, 1888 and prior years.

Balance available October 1, 1896.....	\$794. 82
Amount certified to the Postmaster-General, report No. 37923, and paid to the general Treasury by warrant No. 1188, Washington, dated July 30, 1897.....	794. 82

Claims, 1887 and prior years.

Balance available October 1, 1896.....	\$254. 27
Amount certified to the Postmaster-General, report No. 37922, and paid to the general Treasury by warrant No. 1189, Washington, dated July 30, 1897.....	254. 27

GENERAL REVENUE ACCOUNT.

Postal revenues for the fiscal year ended June 30, 1897.....	\$62, 665, 462. 73
Expenditures for the service of—	
1897.....	\$93, 781, 287. 86
1896.....	277, 958. 68
1895.....	9, 803. 21
1894.....	21. 70
1894 and prior years.....	8, 058. 11
1893 and prior years.....	112. 82
	<hr/>
Total expenditures from October 1, 1896, to September 30, 1897.....	94, 077, 242. 38
	<hr/>
Excess of expenditures over revenue.....	11, 411, 779. 65
Net loss on postal accounts closed by "Bad debts," "Compromise debts," "Judgments for defendants," and to "Suspense".....	19, 799. 76
	<hr/>
Deficit for the fiscal year ended June 30, 1897.....	11, 431, 579. 41

Grants from the general Treasury:

Under postal act of July 16, 1894.....	\$625,000.00
Under postal act of February 28, 1895.....	2,500,000.00
Under deficiency act of June 8, 1896.....	112.82
Under postal act of June 9, 1896.....	9,000,000.00
Under sundry civil act of June 4, 1897.....	2,000.00
Under deficiency act of July 19, 1897.....	6,280.06

Total grants..... 12,133,392.88

Repayments to the general Treasury of excess of grants over actual deficiencies on account of—

1887 and prior years.....	\$254.27
1888 and prior years.....	794.82
1889 and prior years.....	126.56
1890 and prior years.....	598.25
1892 and prior years.....	220.00
1893 and prior years.....	245.74
1892.....	86.65
1893.....	8,420.60

Total repayments..... 10,746.89

Net amount received from the general Treasury..... \$12,122,645.99

Excess of net amount received from the general Treasury over deficit..... 691,066.58

Balance standing to the credit of the general revenue account September 30, 1896..... 742,480.80

Balance standing to the credit of the general revenue account September 30, 1897..... 1,433,547.38

POSTMASTERS' QUARTERLY ACCOUNTS CURRENT.

The net revenues of the Department from postages, being the aggregate revenues at post-offices for the year less the compensation of postmasters and clerks and contingent office expenses, were:

For the quarter ended—

September 30, 1896.....	\$11,587,252.29
December 31, 1896.....	13,796,866.38
March 31, 1897.....	14,073,231.61
June 30, 1897.....	12,721,399.71

Total..... 52,178,749.99

The number of quarterly returns of postmasters received and audited, showing the above revenue, was:

For the quarter ended—

September 30, 1896.....	70,440
December 31, 1896.....	70,477
March 31, 1897.....	70,623
June 30, 1897.....	70,811

Total..... 282,351

STAMPS SOLD.

The amount of stamps, stamped envelopes, newspaper wrappers, and postal cards sold was:

For the quarter ended—

September 30, 1896.....	\$18,143,741.25
December 31, 1896.....	20,486,868.15
March 31, 1897.....	20,883,545.29
June 30, 1897.....	19,445,390.97

Total..... 78,959,545.66

LETTER POSTAGE.

The amount of postage paid in money was \$154,322.81
 Included in the above amount are the following sums paid by foreign
 countries in the adjustment of their accounts:

Canada.....	\$40,718.38	
Gibraltar.....	7.81	
Hawaii.....	1,769.49	
Italy.....	1,665.85	
Jamaica.....	639.88	
Japan.....	7,830.66	
Nevis.....	.44	
New Zealand.....	63,946.06	
Peru.....	1,908.12	
Salvador.....	667.42	
Spain.....	32,975.81	
St. Thomas.....	115.64	
Switzerland.....	1,937.05	
Turks Island.....	113.41	
		<hr/>
		154,296.02
Balance collected by postmasters.....		26.79

The following balances were paid and charged to the appropriation
 for balances due foreign countries:

Service of 1897:		
Belgium.....	\$20,938.47	
Bulgaria.....	1,209.08	
Cape Colony.....	26,364.98	
Denmark.....	10,091.68	
Egypt.....	776.48	
Germany.....	16,925.21	
International Bureau.....	757.12	
Netherlands.....	26,262.33	
Servia.....	1,210.92	
Straits Settlements.....	15.29	
Sweden.....	2,528.86	
		<hr/>
		\$107,080.42
Service of 1896:		
Belgium.....	18,098.49	
Canada.....	68.10	
Denmark.....	17,049.79	
France.....	6,442.19	
Germany.....	16,884.38	
Netherlands.....	26,304.68	
		<hr/>
		84,847.63
Aggregate amount paid.....		191,928.05

MAIL TRANSPORTATION.

The amount charged to "Transportation accrued" and placed to the
 credit of mail contractors and others for transportation during the fiscal
 year was:

For the regular supply of routes.....	\$40,558,232.88	
For the supply of special offices.....	18,957.58	
For the supply of mail messenger offices.....	950,233.04	
For the salaries and expenses of railway post-office clerks.....	7,729,838.39	
For the salaries and expenses of the superintendents of the Railway Mail Service.....	80,805.79	
For freight and weighing of mails.....	129,003.58	
		<hr/>
		\$49,467,131.26

FOREIGN MAIL TRANSPORTATION.

New York to Great Britain and Ireland and countries beyond, via Great Britain.....	\$957, 760. 71	
New York to Great Britain and Germany and countries beyond.....	148, 154. 37	
Philadelphia to Great Britain and Ireland.....	.61	
New York to Norway.....	2. 05	
Boston to Great Britain and Ireland.....	2, 439. 70	
New York to South Africa.....	11. 71	
Philadelphia, New York, Boston, Eastport, and Duluth to Newfoundland, Nova Scotia, New Brunswick, and Canada.....	3, 712. 17	
Upper Pacific Coast.....	1, 125. 56	
San Francisco and Tacoma to China, Japan, Farther India, Australia, and South Sea Islands.....	179, 046. 94	
New York, Boston, New Orleans, Baltimore, Mobile, Key West, and San Francisco to West Indies, Central and South America, etc.....	412, 694. 93	
Amount paid France.....	35, 856. 23	
Sea post-office service.....	36, 297. 87	
Miscellaneous items.....	5, 915. 92	
		\$1, 783, 018. 77
Total.....		51, 250, 150. 03
The amount credited to "Transportation accrued" and charged to mail contractors for overcredits, being for fines and deductions, was.....	\$253, 881. 03	
The amount of fines and deductions remitted was....	15, 297. 95	
Net amount of fines and deductions.....		238, 583. 08
Net amount of "Transportation accrued".....		51, 011, 566. 95
The amount paid during the year was.....		49, 418, 651. 47
Excess of "Transportation accrued".....		1, 592, 915. 48

PACIFIC RAILROAD SERVICE.

The following balances for transportation of mails over Pacific railroads have been certified to the Secretary of the Treasury. The amount is not charged to the appropriation for "Inland transportation, railroads," and is not, therefore, included in the total of transportation paid:

Regular service, 1897:		
Union Pacific Railway Company (old Union Pacific Railway Company), aided.....	\$795, 532. 63	
Union Pacific Railway Company (old Kansas Pacific Railway Company), aided.....	48, 809. 67	
Central Pacific Railway Company, aided.....	452, 655. 08	
Sioux City and Pacific Railway Company, aided.....	12, 069. 72	
		\$1, 309, 067. 10
Use of postal cars, 1897:		
Union Pacific Railway Company (old Union Pacific Railway Company), aided.....	159, 252. 20	
Union Pacific Railway Company (old Kansas Pacific Railway Company), aided.....	9, 849. 99	
Central Pacific Railway Company, aided.....	91, 936. 01	
Sioux City and Pacific Railway Company, aided.....	2, 021. 60	
		263, 059. 80
Regular service, 1896:		
Union Pacific Railway Company (old Union Pacific Railway Company), aided.....	448. 09	
Union Pacific Railway Company (old Kansas Pacific Railway Company), aided.....	141. 79	
Central Pacific Railway Company, aided.....	1, 147. 38	
		1, 737. 26
Regular service, 1895:		
Central Pacific Railway Company, aided.....		18. 49
Regular service, 1894:		
Central Pacific Railway Company, aided.....		6. 43
Total.....		1, 573, 889. 08

The tables accompanying this report, numbered as follows, show in detail the transactions for the fiscal year ended June 30, 1897:

No. 1.—Statement exhibiting quarterly the receipts of the Post-Office Department, under their several heads.

No. 2.—Statement exhibiting the expenditures of the Post-Office Department, under their several heads.

No. 3.—Statement, by States, of the postal receipts and expenditures of the United States.

No. 4.—Statement showing the condition of the account, with each item of the appropriation for the service of the Post-Office Department.

No. 5.—Statement in detail of miscellaneous payments made by the Post-Office Department and charged to "Miscellaneous items, office of the Postmaster-General."

No. 6.—Statement in detail of miscellaneous payments made by the Post-Office Department and charged to "Miscellaneous items, First Assistant Postmaster-General."

No. 7.—Statement in detail of miscellaneous payments made by the Post-Office Department and charged to "Miscellaneous items, Second Assistant Postmaster-General."

No. 8.—Tabulation, by States, of the number of fourth-class post-offices according to the amount of postmasters' compensation.

No. 9.—Comparative statement of receipts and expenditures of the Post-Office Department from 1836.

No. 10.—Gross receipts, expenses, and net revenues of Presidential post-offices.

No. 11.—Statement showing the transactions of the money-order offices of the United States.

No. 12.—Statement showing the receipts and disbursements of the money-order offices of the United States.

No. 13.—Statement showing the transfers to and from the money-order account.

No. 14.—Statement showing the money-order transactions with the assistant United States treasurer at New York, N. Y., and Chicago, Ill.

No. 15.—Statement showing the revenue which accrued on money-order transactions.

No. 16.—Statement of assets and liabilities.

No. 17.—Statement showing the principal international money-order transactions.

No. 18.—Statement of weights of letters, newspapers, etc., sent by sea from the United States to European countries, and India, Turkey in Asia, and South Africa.

No. 19.—Weight of letters, newspapers, etc., conveyed to foreign countries, other than European, by steamship lines.

No. 20.—Weight of letters, newspapers, etc., sent by sea from the United States to countries, other than European, of the Universal Postal Union.

No. 21.—Weight of retransported foreign closed mails and cost of the carriage of the same by steamship companies.

Very respectfully,

HENRY A. CASTLE, *Auditor.*

The POSTMASTER-GENERAL.

No. 1.—Statement exhibiting quarterly the receipts of the Post-Office Department, under their several heads, for the fiscal year ended June 30, 1897.

Accounts.	Quarters ended—				Aggregate.
	Sept. 30, 1896.	Dec. 31, 1896.	Mar. 31, 1897.	June 30, 1897.	
Letter postage	\$34, 826. 28	\$1, 913. 13	\$73, 374. 85	\$45, 208. 55	\$154, 822. 81
Box rents and branch offices ..	628, 355. 20	629, 789. 03	633, 165. 81	631, 541. 17	2, 522, 851. 21
Fines and penalties	5, 119. 50	5, 653. 90	10, 726. 56	5, 079. 24	26, 579. 29
Postage stamps, stamped envelopes, letter sheets, wrappers, and postal cards	18, 143, 741. 25	20, 486, 868. 15	20, 883, 545. 29	19, 445, 390. 97	78, 959, 545. 66
Dead letters	2, 133. 06	5, 285. 66	1, 901. 10	2, 117. 23	11, 437. 04
Revenue from money-order business	221, 477. 92	290, 124. 92	227, 033. 30	228, 544. 92	967, 181. 06
Miscellaneous	11, 230. 08	6, 756. 39	4, 331. 36	1, 227. 83	23, 545. 66
Total	19, 046, 883. 29	21, 426, 391. 27	21, 833, 078. 27	20, 859, 109. 90	82, 065, 462. 73

No. 2.—Statement exhibiting the expenditures of the Post-Office Department, under their several heads, for the fiscal year ended June 30, 1897.

Appropriations.	Quarter ended—				Expended on account of 1897.	Expended on account of previous years.	Aggregate expenditures.
	Sept. 30, 1896.	Dec. 31, 1896.	Mar. 31, 1897.	June 30, 1897.			
<i>Office of the Postmaster-General.</i>							
Advertising.....	\$41.80	\$469.17	\$1,181.00	\$3,306.40	\$4,998.37	\$134.37	\$5,132.74
Miscellaneous items.....				45.00	45.00		45.00
<i>Office of the First Assistant Postmaster-General.</i>							
Compensation to postmasters.....	4,126,293.98	4,228,954.68	4,330,556.38	4,222,589.51	16,908,384.55	9,237.10	16,917,621.65
Compensation to clerks in post-offices.....	2,562,997.52	2,590,551.17	2,592,100.02	2,597,738.06	10,372,403.84	3,701.89	10,376,105.73
Rent, light, and fuel for first, second, and third class offices.....	360,304.42	363,762.56	362,532.55	379,738.50	1,506,338.03	6,068.87	1,512,406.90
Miscellaneous items, including office furniture.....	24,929.44	23,956.11	37,526.60	50,765.15	1,377,177.30	1,723.27	1,388,900.87
Advertising at first and second class offices.....	2,462.40	2,452.12	2,758.02	3,745.86	11,249.50	125.04	11,414.44
Free-delivery service.....	3,318,364.54	3,192,614.03	3,148,887.89	3,182,410.74	12,642,277.20	68,984.59	12,911,261.79
Stationery for post-offices.....	10,597.36	11,132.71	14,955.14	13,201.84	49,877.05		49,877.05
Wrapping paper.....	19,881.60	19,565.00	18,641.58	21,883.45	79,871.63		79,871.63
Letter balances, scales, and stamp machines.....	4,330.00	7,650.00	12,380.00	15,020.00	39,380.00		39,380.00
Postmarking and rating stamps.....	1,128.10	7,821.90	2,137.38	4,091.75	6,679.13		6,679.13
Packing boxes, sawdust, etc.....	2,775.67	5,913.49	8,332.71	9,783.70	26,807.87		26,807.87
Printing facing slips, slide labels, etc.....	3,834.78	3,915.05	2,827.41	4,281.61	14,409.45	291.00	1,044.05
Cancelling machines.....	9,674.00	12,004.89	13,582.23	15,563.53	50,824.65	213.90	51,038.55
Payment of money orders more than 1 year old.....	2,630.08	7,396.28	7,574.38	9,813.73	27,704.45		27,704.45
Postal laws and regulations.....						2,000.00	2,000.00
<i>Office of the Second Assistant Postmaster-General.</i>							
Inland mail transportation, railroad.....	7,184,345.04	7,250,435.09	7,205,421.30	7,238,188.68	28,878,390.11	87,373.41	28,965,763.52
Inland mail transportation, special facilities.....	40,969.33	37,108.51	39,037.21	40,899.87	158,014.92	4,963.41	162,978.33
Inland mail transportation, star.....	1,326,774.69	1,325,864.73	1,319,496.69	1,341,104.66	5,313,330.77	9,184.09	5,322,484.86
Inland mail transportation, steamboat.....	111,303.84	98,004.14	89,136.37	101,556.24	399,960.59	1,272.86	401,262.86
Inland mail transportation, electric and cable cars.....	28,689.83	34,157.31	37,923.43	38,964.25	139,734.81		139,734.81
Mail messenger service.....	239,216.73	237,748.88	236,649.96	236,617.48	950,233.04		951,624.20
Wagon service.....	176,333.38	177,914.39	175,334.40	175,678.08	705,260.25	1,891.25	707,151.50
Mail bags and catchers.....	156,096.13	181,137.78	57,553.51	47,177.74	341,965.16		343,324.59
Mail locks and keys.....	8,020.28	9,813.43	12,616.80	10,704.02	41,754.53	1,859.43	41,964.13
Repair shop for mail bags.....	1,779.94	1,947.38	2,066.50	2,749.24	7,749.24	209.60	7,958.84
Railway post-office car service.....	814,765.70	835,504.26	855,137.31	850,462.55	3,360,869.82	443.94	3,361,313.76
Railway post-office clerks.....	1,913,555.80	1,927,840.10	1,937,674.10	1,950,378.30	7,729,338.39	557.96	7,730,396.85
Miscellaneous items.....	126.31	133.90	43.75	688.56	992.53	25.00	1,017.52
Transportation of foreign mails.....	425,146.26	419,705.03	420,090.10	438,077.38	1,703,018.77	496.28	1,703,515.05
Balance due foreign countries.....	5.23	20,897.74	38,876.66	47,200.80	107,060.43	84,847.63	191,928.05
Additional compensation to Oceanic Steamship Co.....	20,000.00	20,000.00	20,000.00	20,000.00	80,000.00		80,000.00

Office of the Third Assistant Postmaster-General.

Manufacture of postage stamps.....	84,416.19	39,392.70	41,065.16	40,012.30	155,493.35	155,493.35
Distribution of postage stamps.....	2,453.90	2,453.90	2,453.90	2,453.90	9,815.60	9,815.60
Rent of stamp agency.....	150.00	150.00	150.00	150.00	600.00	600.00
Manufacture of stamped envelopes, etc.....	171,098.62	186,633.26	185,418.62	176,044.29	719,194.79	719,267.34
Distribution of stamped envelopes, etc.....	4,895.00	4,428.00	4,395.00	4,395.00	17,611.00	17,611.00
Manufacture of postal cards.....	86,126.97	44,700.27	44,933.47	45,016.32	171,377.03	171,575.03
Distribution of postal cards.....	1,528.00	1,538.74	1,525.00	1,528.75	6,138.49	6,138.49
Registered package, tag, official, and dead-letter envelopes.....	20,445.11	24,223.55	25,254.45	20,941.28	91,570.39	91,570.39
Ship, steamboat, and way letters.....	134.06	120.04	78.24	191.78	525.16	525.16
Special-delivery service.....	78,557.42	84,679.86	81,728.77	88,042.29	333,038.34	333,057.90
<i>Office of the Fourth Assistant Postmaster-General.</i>						
Mail depredations and post-office inspectors.....	68,970.60	68,172.31	67,408.90	68,758.83	271,400.64	272,704.00
Payment of rewards.....	.....	2,150.00	3,150.00	1,400.00	6,700.00	15,450.00
Total.....	23,333,616.95	23,436,994.29	23,482,081.57	23,528,715.05	93,781,387.86	94,077,242.36

No. 3.—Statement of the postal receipts and expenditures of the United States for the fiscal year ended June 30, 1897.

States and Territories.	Receipts.			Expenditures.					Total expenditures.	Excess of receipts over expenditures.	Excess of expenditures over receipts.
	Letter postage, and miscellaneous receipts.	Box rents.	Postage stamps, cancelled, and postal cards.	Total receipts.	Compensation of postmasters.	Clerks for offices, rent, light, fuel, and incidental expenses of post-offices.	Free delivery service.	Compensation of office clerks and mail messengers.				Transportation by States.
Alabama.....	\$21,804.60	\$600,625.22	\$622,275.75	\$204,905.53	\$69,845.08	\$50,713.91	\$87,436.13	\$394,983.02	\$1,027,883.07	\$405,607.92	
Alaska.....	864.60	6,460.31	7,324.91	4,015.05	876.04	705.40	11,813.95	11,873.98	17,470.47	10,205.56	
Arizona.....	9,951.76	109,575.17	119,526.93	51,234.12	8,616.21	3,004.02	6,927.92	178,540.37	250,569.64	131,074.71	
Arkansas.....	\$73.85	479,465.16	497,736.27	232,568.29	46,810.17	33,452.92	48,766.58	178,540.37	672,567.22	174,800.85	
California.....	\$12.24	2,281,660.78	2,387,905.34	496,908.43	386,000.25	377,570.08	174,256.16	192,265.28	1,435,288.58	1,068,670.89	
Colorado.....	\$316.53	810,983.29	811,300.00	294,931.51	120,044.24	107,124.07	174,256.16	94,810.12	581,244.35	198,916.23	
Connecticut.....	64,343.68	1,367,174.20	1,431,617.88	283,988.28	195,311.35	197,528.18	94,810.12	84,910.12	1,141,348.94	\$937,183.40	
Delaware.....	2,122.53	159,115.30	161,237.83	43,465.48	16,381.14	24,928.13	7,079.20	297,783.00	47,884.82	11,741.01	
Dist. Columbia.....	144.98	371,345.90	386,394.85	483,768.13	463,164.13	100,456.13	287,785.00	360,166.98	960,297.03	404,690.63	
Florida.....	206.90	1,685,167.22	1,685,374.12	189,681.81	120,867.75	113,258.32	267,154.74	888,184.57	1,700,991.00	239,735.48	
Georgia.....	301.14	1,147,767.22	1,148,914.44	329,691.02	8,987.46	2,386.38	335,719.35	4,164.74	2,432,129.50	615,117.87	
Idaho.....	173,246.00	7,729,592.71	7,902,838.71	945,542.74	345,721.18	1,449,477.22	282,286.21	831,754.05	2,400,677.75	75,244.76	
Illinois.....	.00	57,030.43	1,077,592.01	1,134,622.44	82,459.80	7,073.99	1,457.43	1,457.43	1,456,544.99	888,037.89	
Indiana.....	330.18	2,064,122.42	2,064,452.54	785,537.70	239,724.11	191,488.75	372,268.45	169,557.71	2,975,633.89	239,735.48	
Iowa.....	30,740.66	1,178,458.01	1,209,198.67	349,856.41	148,500.75	117,531.39	154,111.59	97,831.73	2,218,033.88	781,343.98	
Kansas.....	41,133.31	1,955,691.40	1,996,824.71	321,724.82	108,244.99	77,432.39	77,274.53	77,920.89	1,801,067.70	943,752.47	
Kentucky.....	150.77	1,028,221.30	1,028,372.07	205,125.68	226,532.60	829,060.90	146,521.86	477,009.58	816,856.66	530,624.80	
Maine.....	131.52	5,392,770.95	5,393,163.42	648,777.10	328,385.41	270,622.87	281,831.67	1,396,788.91	2,627,841.81	16,045.87	
Maryland.....	162.47	103,829.71	104,000.00	439,254.77	240,343.59	60,622.87	34,942.23	34,942.23	582,816.81	57,004.79	
Massachusetts.....	127.83	77,722.21	77,850.04	439,254.77	240,343.59	60,622.87	34,942.23	34,942.23	582,816.81	57,004.79	
Michigan.....	18,659.04	1,473,673.60	1,492,332.64	38,926.45	38,926.45	20,105.05	680,374.32	2,110,292.90	2,897,559.56	932,038.98	
Minnesota.....	2.00	64,447.87	70,895.74	348,982.60	117,062.08	121,092.02	201,970.58	2,000,495.63	387,058.56	65,100.99	
Mississippi.....	131.06	64,447.87	70,895.74	348,982.60	117,062.08	121,092.02	201,970.58	2,000,495.63	387,058.56	65,100.99	
Missouri.....	49.97	70,854.86	70,904.73	348,982.60	117,062.08	121,092.02	201,970.58	2,000,495.63	387,058.56	65,100.99	
Montana.....	25,098.53	539,244.02	564,342.55	198,193.84	56,615.85	56,622.30	28,845.66	615,951.12	539,624.54	1,496,789.23	
Nebraska.....	63,098.64	2,072,533.24	2,135,631.88	397,970.67	285,617.90	466,489.05	44,894.12	552,744.71	1,736,741.71	92,169.90	
New Hampshire.....	8,719.08	117,906.03	126,625.11	61,649.66	12,032.38	10,002.38	22,494.12	210,362.11	2,702,252.14	188,831.23	
New Jersey.....	227,705.63	14,276,991.32	14,504,696.95	3,122,252.50	2,883,232.50	2,779,179.30	60,495.23	854,205.52	10,430,736.27	702,835.07	
New Mexico.....	1,885.21	77,942.68	663,008.62	61,354.87	61,354.87	33,111.56	37,207.90	1,384,189.64	4,890,391.49	208,925.02	
North Carolina.....	17,942.58	251,585.92	271,466.47	124,177.30	19,475.85	6,791.20	800,782.13	292,055.02	8,047,283.20	3,116,815.05	
North Dakota.....	19,880.55	4,796,427.77	4,930,448.15	901,455.32	718,731.31	1,027,120.98	4,966.07	5,100,955.97	9,328,347.25	861,961.17	
Ohio.....	7,965.02	145,426.66	153,391.68	79,834.21	16,280.58	6,110.43	46,982.78	1,153,055.97	1,232,847.25	79,834.21	
Oklahoma.....	21,742.72	430,101.07	451,843.79	151,488.92	50,775.79	47,901.06	46,982.78	454,787.23	751,875.73	810,081.64	
Oregon.....	2.40	145,426.66	153,391.68	79,834.21	16,280.58	6,110.43	46,982.78	454,787.23	751,875.73	810,081.64	

Pennsylvania.....	164,251.61	7,107,590.09	7,271,931.83	1,308,492.18	1,187,683.49	1,422,676.23	550,543.25	1,962,027.40	6,431,412.55	840,519.28	.....
Rhode Island.....	25,468.87	536,152.28	561,724.83	73,216.97	77,307.59	114,958.89	10,355.24	95,305.76	371,144.44	190,590.36	.....
South Carolina.....	124.38	12,113.39	405,807.46	418,045.23	174,964.98	31,605.26	57,394.65	373,083.86	672,857.21	254,812.01	.....
South Dakota.....	368.78	25,539.23	318,529.20	344,467.19	161,606.49	13,158.31	26,343.44	196,087.10	426,255.05	81,787.88	.....
Tennessee.....	.....	1,002,925.51	1,022,369.71	307,293.48	125,540.46	108,175.41	240,732.61	462,951.76	1,244,613.75	222,244.04	.....
Texas.....	522.93	85,671.12	1,640,781.87	1,726,975.92	614,253.18	189,805.47	234,747.96	1,400,835.62	2,571,760.92	644,805.00	.....
Utah.....	99.11	231,793.43	242,518.05	71,985.63	25,333.76	29,691.95	27,878.55	229,272.21	384,092.30	141,544.25	.....
Vermont.....	20,806.41	509,312.98	530,120.05	190,165.13	43,586.01	36,175.38	30,745.75	211,866.46	512,538.73	17,581.35	.....
Virginia.....	480.60	26,435.90	1,120,292.73	1,147,138.32	486,695.63	133,575.78	113,393.97	90,199.19	1,053,989.28	690,665.53	.....
Washington.....	27,308.91	454,834.07	482,148.01	167,143.31	66,274.31	60,663.20	49,654.62	438,543.31	782,293.95	90,140.94	.....
West Virginia.....	16,425.16	531,658.80	548,083.95	242,409.09	50,476.81	30,150.19	60,486.76	270,906.03	644,428.88	96,344.62	.....
Wisconsin.....	94.25	77,302.47	1,908,483.89	503,244.64	227,568.18	259,980.70	133,466.72	1,151,053.32	2,275,363.58	366,899.67	.....
Wyoming.....	6,381.10	93,224.55	90,605.65	48,650.99	10,789.48	7,017.71	50,328.37	323,817.35	440,603.00	840,997.35	.....
Total.....	26,79,10,666.86	2,622,651.21	78,959,545.66	81,483,090.52	15,908,384.55	12,564,793.89	12,827,437.08	8,672,579.55	40,558,232.88	91,531,427.90	8,255,183.48
Deduct miscellaneous items.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	26,79,10,666.86	2,622,651.21	78,959,545.66	81,483,090.52	15,908,384.55	12,564,793.89	12,827,437.08	8,672,579.55	40,558,232.88	91,531,427.90	8,255,183.48

Items of expenditure of a general nature not embraced in statement by States.		Items of receipt of a general nature not embraced in statement by States.	
Amount paid for foreign mails and expenses of Government agents ..	\$1,783,018.77	Receipts on account of dead letters ..	\$11,437.04
Balance paid foreign countries ..	107,080.42	Receipts on account of fines and penalties ..	26,579.29
Wrapping paper ..	30,380.00	Receipts on account of miscellaneous ..	12,878.80
Twine ..	79,871.63	Revenue from money-order business ..	967,181.06
Stationery ..	49,636.98	Letter postage ..	154,296.02
Advertising ..	4,998.37	Excess of expenditures over receipts ..	11,115,826.18
Mail bags and catchers ..	287,822.71		
Mail locks and keys ..	6,214.79		
Postmarking and rating stamps ..	26,807.57		
Mail depredations and post-office inspectors ..	271,400.64		
Letter balances, scales, etc ..	6,678.13		
Expenses of postage stamps, stamped envelopes, wrappers, and cards ..	1,080,230.26		
Dead-letter, official, and registered-package envelopes ..	91,870.89		
Sundry and miscellaneous payments ..	77,419.91		
Excess of expenses brought down ..	8,435,665.77		
Total ..	12,268,197.84	Total ..	12,268,197.84

No. 4.—Statement showing the condition of the account with each item of the appropriation for the service of the Post-Office Department for the fiscal year ended June 30, 1897.

Title of appropriation.	Amount appropriated, including special acts and deficiencies.	Expended.	Balance unexpended.
<i>Office of the Postmaster-General.</i>			
Advertising	\$5,000.00	\$4,998.27	\$1.63
Miscellaneous items	1,000.00	45.00	955.00
<i>Office of the First Assistant Postmaster-General.</i>			
Compensation to postmasters	16,250,000.00	16,908,384.55	\$658,384.55
Compensation to clerks in post-offices	10,400,000.00	10,372,403.84	27,596.16
Rent, light, and fuel for first, second, and third class offices	1,600,000.00	1,506,338.03	93,661.97
Miscellaneous items, including office furniture	150,000.00	137,177.20	12,822.70
Advertising at first and second class offices	15,000.00	11,288.50	3,711.50
Free-delivery service	12,847,612.63	12,842,277.20	5,335.43
Stationery for post-offices	50,000.00	49,887.05	112.95
Wrapping twine	80,000.00	79,971.63	28.37
Wrapping paper	50,000.00	39,390.00	10,610.00
Letter balances, scales, and test weights	10,000.00	6,679.18	3,320.82
Postmarking and rating stamps	30,000.00	28,807.57	3,192.43
Packing boxes, sawdust, etc	1,500.00	753.05	746.95
Printing facing slips, slide labels, etc	15,000.00	14,409.45	590.55
Cancelling machines	80,000.00	50,824.65	9,175.35
Payment of money orders more than one year old	27,704.45	27,704.45	.....
<i>Office of the Second Assistant Postmaster-General.</i>			
Inland mail transportation, railroad	29,000,000.00	28,878,390.11	121,609.89
Inland mail transportation, special facilities	196,614.22	154,014.92	38,599.30
Inland mail transportation, star	5,854,000.00	5,313,300.77	40,699.23
Inland mail transportation, steamboat	400,000.00	399,990.59	9.41
Inland mail transportation, electric and cable cars	150,000.00	139,784.81	10,215.19
Mail-messenger service	1,130,000.00	950,238.04	179,766.96
Wagon service	710,000.00	705,280.25	4,719.75
Mail bags and catchers	345,000.00	341,965.16	3,034.84
Mail locks and keys	45,000.00	41,754.53	3,245.47
Repair shop for mail bags	8,500.00	7,749.24	750.76
Railway post-office car service	3,400,000.00	3,360,869.82	39,130.18
Railway post-office clerks	7,739,000.00	7,729,838.39	9,161.61
Miscellaneous items	1,000.00	992.52	7.48
Transportation of foreign mails	1,825,000.00	1,703,018.77	121,981.23
Balance due foreign countries	120,000.00	107,080.42	12,919.58
Additional compensation to Oceanic Steamship Co.	80,000.00	80,000.00	.....
<i>Office of the Third Assistant Postmaster-General.</i>			
Manufacture of postage stamps	160,000.00	155,493.25	4,506.65
Distribution of postage stamps	12,000.00	9,815.60	2,184.40
Rent of stamp agency	600.00	.....	.....
Manufacture of stamped envelopes, etc	830,000.00	719,194.79	110,805.21
Distribution of stamped envelopes, etc	17,800.00	17,611.00	189.00
Manufacture of postal cards	188,000.00	171,377.03	14,622.97
Distribution of postal cards	7,800.00	6,138.49	1,661.51
Registered-package, tag, official, and dead-letter envelopes	105,000.00	91,870.39	13,129.61
Ship, steamboat, and way letters	1,000.00	525.12	474.88
Engraving, printing, and binding warrants and drafts	1,000.00	.....	1,000.00
Special-delivery service	333,038.24	333,038.34	.....
Miscellaneous items	500.00	.....	500.00
<i>Office of the Fourth Assistant Postmaster-General.</i>			
Mail deprecations and post-office inspectors	300,000.00	271,400.64	28,599.36
Payment of rewards	25,000.00	6,700.00	18,300.00
Total	94,076,666.64	93,781,287.86	953,786.38

\$658,384.55 expended in excess of the appropriation.

No. 5.—*Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1897, and charged to miscellaneous, office of the Postmaster-General.*

AMOUNT PAID BY WARRANT.

Date.	To whom allowed.	For what object.	Amount.
1897.			
Apr. 27	N. M. Brooks.....	Expense incurred while on a trip to Baltimore, Philadelphia, and New York.	\$8.00
July 6	The Maritime Register Publishing Co. (Limited), publishers of The New York Maritime Register.	For one year's subscription to the New York Maritime Register from July 1, 1896, to June 30, 1897.	25.00
July 9	The Journal of Commerce and Commercial Bulletin.	For subscription from July 1, 1896, to June 30, 1897..	12.00
	Total		45.00

No. 6.—*Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1897, and charged to miscellaneous and incidental items, office of the First Assistant Postmaster-General.*

AMOUNT PAID BY WARRANT.

Date.	To whom allowed.	For what object.	Amount.
1896.			
Aug. 21	A. B. Hurt.....	For expenses incurred while on official business during the month of July, 1896.	\$114.90
Sept. 12	.....do	For expenses while engaged on official duties at Ocean Grove, N. J.	128.50
Oct. 13	.....do	For expenses incurred during the month of September, 1896, at Ocean Grove, N. J., and New York, N. Y.	144.25
Oct. 30	.....do	For expenses incurred while traveling on official business during the month of October, 1896.	87.75
Dec. 17	.....do	For expenses incurred while traveling on official business during the month of November, 1896.	110.05
Dec. 26	A. W. Machen	For expenses incurred as Superintendent of Free Delivery during December, 1896, on detail to Boston.	67.04
Dec. 26	A. B. Hurt.....	For expenses incurred while engaged on official business during December, 1896.	126.60
1897.			
Mar. 2	.....do	For expenses incurred in performance of official duties during the months of January and February, 1897.	52.20
Apr. 2	.....do	For expenses incurred during the month of March, 1897, while traveling on official business.	108.70
July 1	Thomas B. Marche.....	For expenses incurred while inspecting for free-delivery service during the month of June, 1897.	20.84
July 10	A. B. Hurt.....	For expenses incurred during the months of April, May, and June, 1897.	119.80
	Total		1,075.63

RECAPITULATION.

Amount allowed to postmasters at the principal post-offices credited in quarterly accounts current for incidental expenses, such as repairs, gas fixtures, telegrams, etc.:

Third quarter, 1896.....	\$24,541.79
Fourth quarter, 1896.....	23,564.67
First quarter, 1897.....	37,370.70
Second quarter, 1897.....	50,624.51

Amount paid by warrant..... 136,101.67
 Amount paid and charged "Miscellaneous, office First Assistant Postmaster-General". 187,177.80

No. 7.—*Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1897, and charged to miscellaneous items, office of the Second Assistant Postmaster-General.*

Date.	To whom allowed.	For what object.	Amount.
1896.			
July 7	C. Neilson	For expenses incurred while traveling on official business during the month of July, 1896.	\$7.50
July 30	E. H. Morrison, manager, office Specialty Manufacturing Co.	For furnishing one 8-drawer file case.....	10.00
Aug. 6	C. Neilson	For expenses incurred while traveling on official business during the month of July, 1896.	19.70
Oct. 10	.....do	For expenses incurred while traveling on official business during the months of August, September, and October, 1896.	87.85
Oct. 27	Frank M. Evans, manager, The Smith Premier Typewriter Co.	For furnishing seven key tops and stems.....	1.28
Oct. 31	C. Neilson	For expenses incurred while traveling on official business during the month of October, 1896.	22.35
Dec. 16	.....do	For expenses incurred while traveling on official business during the months of November and December, 1896.	49.30
1897.			
Jan. 20	W. Andrew Boyd	For one District of Columbia Directory, 1897.....	5.00
Jan. 20	The Smith Premier Typewriter Co.	For furnishing two key tops and stems.....	.40
Feb. 9	C. Neilson	For expenses incurred while traveling on official business during the months of December, 1896, and January, 1897.	62.25
Apr. 2	The Smith Premier Typewriter Co.	For furnishing eight typewriter key tops and stems.	1.60
Apr. 2	C. Neilson	For expenses incurred while traveling on official business during the months of February and March, 1897.	36.75
Apr. 9	Wyckoff, Seamans & Benedict.	For furnishing one No. 6 typewriter and stand.....	94.50
Apr. 9	The Smith Premier Typewriter Co.	For remodeling one Smith Premier typewriter.....	71.25
Apr. 12	.....do	For furnishing four typewriter key tops and stems and three type.	.94
May 11	W. S. Shallenberger.....	For expenses incurred while traveling on official business during the month of May, 1897.	11.50
June 1	The Smith Premier Typewriter Co.	For furnishing one No. 2 Smith Premier typewriter and stand.	94.50
July 3	.....do	For remodeling two typewriters	135.37
July 3	Wyckoff, Seamans & Benedict.	For furnishing two No. 6 typewriters, with tables and covers.	189.00
July 7	The Smith Premier Typewriter Co.	For remodeling one typewriter.....	71.25
July 9	W. S. Shallenberger.....	For expenses incurred while traveling on official business during the months of May and June, 1897.	20.25
	Total .....	.....	992.52

No. 8.—*Tabulation, by States and Territories, of the number of fourth-class post-offices according to the amount of postmasters' compensation for the fiscal year ended June 30, 1897.*

States and Territories.	\$50 or less.	\$50.01 to \$100.	\$100.01 to \$200.	\$200.01 to \$500.	\$500.01 to \$1,000.	Total.
Alabama.....	1,148	420	811	222	52	2,151
Alaska.....	8	8	2	3	1	22
Arizona.....	41	42	45	37	17	182
Arkansas.....	853	378	248	189	61	1,719
California.....	248	299	382	391	143	1,463
Colorado.....	171	130	167	146	59	673
Connecticut.....	25	75	108	181	67	436
Delaware.....	44	36	29	34	14	157
District of Columbia.....	2	2	0		3	11
Florida.....	294	264	228	158	45	989
Georgia.....	1,180	468	333	270	83	2,344
Idaho.....	100	83	86	59	28	356
Illinois.....	432	479	477	587	298	2,273
Indiana.....	507	544	443	376	138	2,008
Indian Territory.....	150	125	87	73	24	459
Iowa.....	307	326	841	400	271	1,945
Kansas.....	452	292	300	323	170	1,536
Kentucky.....	1,218	624	898	283	76	2,549
Louisiana.....	370	215	180	197	40	1,002
Maine.....	163	295	301	300	53	1,141
Maryland.....	274	337	301	182	40	1,134
Massachusetts.....	22	73	152	279	162	688
Michigan.....	373	442	428	427	184	1,854
Minnesota.....	391	292	264	270	157	1,374
Mississippi.....	769	392	257	136	80	1,634
Missouri.....	829	650	510	417	184	2,590
Montana.....	94	87	94	99	27	401
Nebraska.....	296	157	136	237	140	966
Nevada.....	54	37	32	32	6	161
New Hampshire.....	54	105	135	171	54	519
New Jersey.....	74	172	213	243	108	810
New Mexico.....	74	71	62	64	14	285
New York.....	492	724	810	940	357	3,323
North Carolina.....	1,585	570	343	198	83	2,789
North Dakota.....	190	95	90	97	46	518
Ohio.....	710	794	719	668	206	3,097
Oklahoma.....	210	142	70	61	18	499
Oregon.....	258	197	150	136	38	785
Pennsylvania.....	937	1,278	1,126	1,070	300	4,711
Rhode Island.....	9	24	16	51	22	122
South Carolina.....	641	260	190	128	44	1,263
South Dakota.....	242	111	107	112	58	630
Tennessee.....	1,453	555	332	207	61	2,608
Texas.....	778	707	558	413	158	2,514
Utah.....	57	75	80	65	27	304
Vermont.....	34	98	153	187	46	518
Virginia.....	1,155	969	643	334	66	3,167
Washington.....	251	163	185	136	46	781
West Virginia.....	770	418	232	206	55	1,731
Wisconsin.....	400	401	384	360	122	1,717
Wyoming.....	94	52	55	39	13	253
Total.....	21,361	15,553	13,300	12,127	4,598	66,948

No. 9.—Comparative statement of receipts and expenditures of the Post-Office Department from July 1, 1836, to June 30, 1897.

Fiscal year—	Receipts.			Expenditures.
	Revenue.	Treasury grants.	Total.	
1837.....	\$4,945,668.21	.....	\$4,945,668.21	\$3,288,319.03
1838.....	4,238,733.46	.....	4,238,733.46	4,430,662.21
1839.....	4,484,656.70	.....	4,484,656.70	4,636,536.31
1840.....	4,543,521.92	.....	4,543,521.92	4,718,235.64
1841.....	4,407,726.27	\$482,657.00	4,890,383.27	4,499,527.61
1842.....	4,546,849.65	.....	4,546,849.65	5,674,751.80
1843.....	4,296,225.43	.....	4,296,225.43	4,374,753.71
1844.....	4,237,287.83	.....	4,237,287.83	4,296,512.70
1845.....	4,289,841.80	.....	4,289,841.80	4,320,731.99
1846.....	3,487,199.35	750,000.00	4,237,199.35	4,076,036.91
1847.....	3,890,309.23	12,500.00	3,892,809.23	3,979,542.10
1848.....	4,555,211.10	125,000.00	4,680,211.10	4,326,850.27
1849.....	4,705,176.28	.....	4,705,176.28	4,479,049.13
1850.....	5,499,984.86	.....	5,499,984.86	5,212,963.43
1851.....	6,410,604.33	.....	6,410,604.33	6,278,401.68
1852.....	5,184,526.84	1,741,444.44	6,925,971.28	7,108,450.04
1853.....	5,240,724.70	2,255,000.00	7,495,724.70	7,982,756.59
1854.....	6,255,586.22	2,736,748.96	8,992,335.18	8,577,424.12
1855.....	6,642,136.13	2,114,542.26	8,756,678.39	9,968,342.29
1856.....	6,920,821.66	3,748,881.56	10,669,703.22	10,405,286.36
1857.....	7,353,951.76	4,528,004.67	11,881,956.43	11,508,057.93
1858.....	7,486,792.86	4,679,270.71	12,166,063.57	12,722,470.01
1859.....	7,968,484.07	3,915,946.49	11,884,430.56	11,458,083.63
1860.....	8,518,067.40	11,154,167.54	19,672,234.94	19,170,609.89
1861.....	8,349,296.40	4,639,806.53	12,989,102.93	13,606,750.11
1862.....	8,299,820.90	2,598,953.71	10,898,774.61	11,125,364.13
1863.....	11,163,789.69	1,007,848.72	12,171,638.41	11,314,207.84
1864.....	12,438,253.78	749,980.00	13,188,233.78	12,644,786.20
1865.....	14,556,158.70	3,968.46	14,560,127.16	13,694,728.28
1866.....	14,436,986.21	.....	14,436,986.21	15,352,079.30
1867.....	15,297,026.87	3,991,666.67	19,288,693.54	19,235,483.46
1868.....	16,292,600.80	5,696,525.00	21,989,125.80	22,730,592.65
1869.....	18,344,510.72	5,707,115.30	24,051,626.02	23,698,131.50
1870.....	19,772,220.65	4,022,140.85	23,794,361.50	23,998,837.63
1871.....	20,037,045.42	4,126,200.00	24,163,245.42	24,390,104.08
1872.....	21,915,426.37	4,093,750.00	26,009,176.37	26,658,192.31
1873.....	22,996,741.57	5,990,475.00	28,987,216.57	29,084,945.67
1874.....	26,471,071.82	5,922,433.55	32,393,505.37	32,126,414.56
1875.....	26,701,360.59	6,704,646.96	33,406,007.55	33,611,309.45
1876.....	28,644,197.50	5,088,583.03	33,732,780.53	33,263,487.58
1877.....	27,531,585.26	7,013,300.00	34,544,885.26	33,486,322.44
1878.....	29,277,516.95	5,307,652.82	34,585,169.77	34,165,084.49
1879.....	30,041,982.86	3,297,965.25	33,339,948.11	33,449,899.45
1880.....	33,315,479.34	3,597,717.20	36,913,196.54	36,542,803.68
1881.....	36,785,397.97	3,297,921.46	40,083,319.43	39,592,566.22
1882.....	41,876,410.15	6,595.12	41,883,005.27	40,482,021.23
1883.....	45,508,692.61	21,416.85	45,530,109.46	43,282,944.43
1884.....	43,325,958.81	140,690.79	43,466,649.60	47,224,560.27
1885.....	42,560,843.83	6,066,473.00	48,627,316.83	50,046,235.21
1886.....	43,948,422.95	8,751,070.73	52,699,493.68	51,004,743.80
1887.....	48,837,609.39	4,746,187.06	53,583,796.45	53,006,194.39
1888.....	52,695,176.79	3,886,441.70	56,581,618.49	56,468,315.20
1889.....	56,175,611.18	5,745,017.89	61,920,629.07	62,317,119.36
1890.....	60,882,097.92	6,100,000.00	66,982,097.92	66,259,547.84
1891.....	65,931,785.72	4,441,772.08	70,373,557.80	73,056,519.49
1892.....	70,930,475.98	6,260,232.64	77,190,708.62	76,980,846.16
1893.....	75,896,933.16	6,727,828.43	82,624,761.59	81,581,681.33
1894.....	75,080,479.04	10,200,895.13	85,281,374.17	84,994,111.62
1895.....	76,983,128.19	9,872,962.53	86,856,090.72	87,179,551.28
1896.....	82,499,208.40	8,830,600.56	91,329,808.96	90,932,069.50
1897.....	82,665,462.73	12,183,392.88	94,798,855.61	94,077,242.38

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
ALABAMA.											
Anniston.....	3	\$13,572.67	\$2,400.00	\$1,700.00	\$425.00	\$53.99	\$5,660.25	\$10,250.24	\$3,322.43	76	
Athens.....	3	2,805.40	1,300.00	150.00	175.84	4.88	.....	1,630.72	1,174.68	58	
Auburn.....	3	1,758.86	1,200.00	80.00	113.76	5.20	.....	1,409.74	1,097.48	49	
Bessemer.....	3	5,190.86	1,700.00	400.00	357.99	9.12	.....	2,467.11	2,723.75	48	
Birmingham.....	1	63,071.87	3,100.00	10,067.43	.....	782.88	13,727.40	27,677.71	35,394.16	44	
Blocton.....	3	1,763.93	825.00	.....	102.00	1.76	.....	928.76	855.17	52	
Brevton.....	3	2,598.39	1,100.00	88.28	131.80	5.44	.....	1,375.52	1,222.87	49	
Bridgeport.....	3	1,853.84	1,000.00	.....	140.20	3.76	.....	1,143.96	709.88	62	
Cullman.....	3	3,130.58	1,300.00	220.00	144.00	2.90	.....	1,666.80	1,463.78	53	
Decatur.....	3	3,065.10	1,400.00	400.00	170.00	9.76	.....	1,979.76	1,105.34	64	
Demopolis.....	3	2,893.47	1,500.00	100.00	148.00	7.04	.....	1,755.04	2,138.43	50	
Dothan.....	3	2,803.24	1,100.00	60.00	135.00	7.84	.....	1,302.84	1,500.40	45	
Etowah.....	3	6,304.85	1,800.00	546.37	339.90	13.44	.....	2,699.71	3,605.14	50	
Euclid.....	3	2,433.08	1,100.00	150.00	78.00	2.32	.....	1,330.32	1,102.76	55	
Evergreen.....	3	2,817.37	1,100.00	400.00	164.00	7.12	.....	1,671.12	1,176.25	58	
Florence.....	3	6,005.77	1,700.00	300.00	358.00	9.60	.....	2,367.60	3,638.17	59	
Fort Payne.....	3	1,262.89	500.00	150.00	73.00	.80	.....	723.80	639.09	57	
Gadsden.....	3	4,803.48	1,700.00	80.00	321.65	10.56	.....	2,112.21	2,691.27	44	
Greensboro.....	3	3,251.56	1,400.00	.....	188.95	8.52	.....	1,592.47	1,659.09	49	
Huntsville.....	3	4,989.55	1,500.00	300.00	262.00	13.05	.....	2,075.05	2,914.50	42	
Jacksonville.....	3	12,128.02	2,300.00	1,800.00	.....	18.06	8,504.83	7,606.58	4,521.49	63	
Jasper.....	3	1,834.30	1,000.00	176.53	172.00	3.92	.....	1,352.45	481.85	74	
Marion.....	3	2,244.04	1,000.00	150.00	113.00	8.28	.....	1,266.28	977.76	56	
Mobile.....	3	3,233.80	1,400.00	76.00	171.00	4.32	.....	1,651.32	1,582.48	51	
Montgomery.....	1	64,048.13	3,100.00	9,933.70	.....	477.60	13,372.96	26,884.26	37,163.87	42	
New Decatur.....	3	53,469.67	3,100.00	7,965.56	.....	393.09	10,731.00	22,189.65	31,280.02	43	
Opelika.....	3	3,552.84	1,400.00	300.00	213.00	9.36	.....	1,772.36	1,780.48	50	
Ozark.....	3	6,909.23	1,700.00	800.00	304.98	21.28	.....	2,326.26	3,582.97	39	
Pratt City.....	3	2,332.08	1,100.00	200.00	168.75	5.84	.....	1,574.72	757.49	68	
Pratt City.....	3	4,522.23	1,500.00	200.00	220.00	4.72	.....	1,924.72	2,597.51	48	
Selma.....	2	19,680.38	2,500.00	2,800.00	1,124.63	152.79	8,711.38	10,288.79	9,391.59	52	
Shelield.....	3	1,865.73	825.00	75.00	86.50	2.96	.....	989.46	876.27	53	
Talladega.....	3	5,347.42	1,700.00	600.00	283.00	20.88	.....	2,803.88	2,543.54	49	
Troy.....	3	4,884.78	1,600.00	500.00	288.85	12.48	.....	2,401.33	2,483.45	49	
Tuscaloosa.....	3	6,945.95	1,800.00	250.00	360.13	16.00	.....	2,426.13	4,519.82	38	
Tusculumba.....	3	3,033.85	1,300.00	160.00	132.90	5.60	.....	1,598.50	1,435.35	53	
Union Springs.....	3	4,014.30	1,500.00	.....	190.00	9.12	.....	1,699.12	2,315.18	42	
Union Springs.....	3	3,067.46	1,300.00	200.00	187.33	4.73	.....	1,892.05	1,173.41	55	
Uniontown.....	3	2,184.52	1,100.00	.....	150.00	.....	.....	1,250.00	934.52	57	
Total.....		862,545.43	69,950.00	40,728.87	7,995.15	2,109.54	50,713.82	161,497.38	181,048.05	47	

In Government building,
Presidential, Oct. 1, 1896.

Presidential, Jan. 1, 1897.

Mail bags, 25 cents.
In Government building.Do.
Do.

Presidential, Oct. 1, 1896.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
ALASKA.											
Juneau.....	3	\$3,264.04	\$1,100.00	\$135.00	\$300.00	\$1.04	\$1,596.04	\$1,668.00	49	
ARIZONA.											
Blascoe.....	3	8,823.26	1,200.00	155.00	1.28	1,256.28	2,466.98	35	Presidential Jan. 1, 1897. Presidential Apr. 1, 1897.
Flagstaff.....	3	8,192.34	1,400.00	.....	284.00	.96	.....	1,684.96	1,507.38	53
Globe.....	3	1,574.17	600.00	25.00	107.50	.....	.....	732.50	1,841.67	47
Jerome.....	3	842.90	325.00	.....	37.50	.....	.....	362.50	480.40	43
Nogales.....	3	2,761.00	1,100.00	300.00	196.00	1.60	.....	1,597.60	1,163.40	58
Phoenix.....	2	18,319.03	2,500.00	2,800.00	1.00	117.08	.....	8,422.10	9,896.93	46
Prescott.....	2	10,193.98	2,200.00	1,400.00	860.00	6.04	\$3,004.02	3,966.04	6,227.94	39	
Tempe.....	2	2,141.41	1,100.00	.....	162.95	.....	.....	1,282.95	858.46	60
Tombstone.....	3	1,785.21	1,100.00	.....	278.00	.72	.....	1,379.72	405.49	77
Tucson.....	2	10,667.34	2,100.00	1,400.50	300.00	13.84	.....	3,813.84	6,853.50	36
Williams.....	2	2,333.66	1,200.00	216.75	1.28	1,418.03	915.63	61	
Yuma.....	3	3,149.49	1,200.00	.....	197.00	1.36	.....	1,398.36	1,751.13	44
Total.....	60,783.79	16,025.00	5,925.00	2,316.70	144.16	3,004.02	27,414.88	33,368.91	45	
ARKANSAS.											
Argenta.....	3	2,593.65	1,300.00	200.00	925.00	6.16	1,731.16	862.49	67	In Government building. Mail bags, 25 cents.
Arkadelphia.....	3	4,315.97	1,600.00	120.00	251.50	7.04	.....	1,981.54	2,332.43	46
Batesville.....	3	3,201.21	1,400.00	400.00	217.46	4.80	.....	2,022.26	1,178.95	63
Bentonville.....	3	8,029.82	1,400.00	300.00	137.77	3.12	.....	1,840.89	1,188.93	61
Brinkley.....	3	2,323.70	1,200.00	150.00	168.00	4.56	.....	1,522.56	801.14	66
Camden.....	3	6,780.64	1,700.00	500.00	.....	9.20	.....	2,209.20	3,551.44	38
Clarksville.....	3	2,283.31	1,200.00	300.00	168.00	3.63	.....	1,671.53	591.78	74
Conway.....	3	8,074.87	1,400.00	300.00	172.00	6.16	.....	1,878.16	1,196.71	61
Dardanelle.....	3	2,519.80	1,200.00	300.00	168.00	2.80	.....	1,670.80	869.00	66
Eureka Springs.....	3	6,581.16	1,700.00	585.00	410.00	9.28	.....	2,704.28	2,876.88	48
Fayetteville.....	3	7,288.75	1,900.00	500.00	59.75	9.52	2,460.27	4,799.48	34	In Government building. Do.
Fordyce.....	3	2,238.43	1,100.00	.....	57.50	4.72	.....	1,157.98	1,080.45	52
Forest City.....	3	2,941.74	1,300.00	100.00	165.00	4.72	1,569.72	1,372.02	53	In Government building. Do.
Fort Smith.....	2	21,630.72	2,600.00	3,300.00	223.00	65.56	6,537.73	12,483.29	9,137.43	58	
Harrison.....	2	2,172.23	1,200.00	300.00	3.52	1,286.52	446.71	79	Do.
Helena.....	2	8,225.03	2,000.00	900.00	.....	41.36	.....	2,941.36	5,283.67	36
Hope.....	2	8,668.59	1,500.00	500.00	200.00	6.16	2,206.16	1,462.43	60	Do.
Hot Springs.....	2	18,625.24	2,500.00	3,433.70	1,92.10	157.28	5,653.23	12,794.20	5,831.04	69	
Jonesboro.....	2	5,913.51	1,700.00	100.00	92.10	12.56	1,904.66	4,008.85	32	Do.
Little Rock.....	1	61,679.93	3,100.00	9,196.00	.....	352.52	12,443.00	25,201.52	36,398.41	41

Lonoke.....	2,112.49	1,100.00	150.00	152.00	1.12	.....	1,403.12	709.37	66
Malvern.....	2,249.18	1,100.00	200.00	112.30	3.36	.....	1,415.66	833.50	63
Mammoth Springs.....	2,013.31	1,100.00	150.00	128.00	1.84	.....	1,380.84	632.47	69
Marionna.....	2,476.58	1,100.00	.....	100.00	1.44	.....	1,201.44	1,277.14	48
Monticello.....	2,622.62	1,200.00	250.00	188.75	3.36	.....	1,642.11	880.51	65
Morrilton.....	2,789.58	1,300.00	150.00	178.28	4.08	.....	1,633.36	1,156.23	59
Newport.....	5,285.02	1,600.00	200.00	331.00	12.24	.....	2,143.24	3,151.78	40
Paragould.....	3,786.28	1,500.00	.....	171.60	6.77	5,283.98	1,677.37	2,108.91	44
Pine Bluff.....	18,828.61	2,500.00	2,724.00	960.00	1.38	.....	11,449.36	7,378.25	61
Prescott.....	2,692.94	1,200.00	250.00	200.00	3.04	.....	1,683.04	1,039.90	61
Rogers.....	3,455.43	1,500.00	150.00	235.00	8.50	.....	1,888.50	1,566.98	55
Russellville.....	2,663.11	1,300.00	240.00	112.50	2.52	.....	1,656.02	1,007.09	62
Searcy.....	3,760.08	1,500.00	400.00	254.00	6.80	.....	2,160.80	1,599.28	57
Sloan Springs.....	2,790.21	1,400.00	100.00	145.65	3.20	.....	1,648.85	1,141.36	59
Springdale.....	2,255.92	1,200.00	199.98	99.88	4.16	.....	1,504.02	1,751.90	67
Stuttgart.....	9,913.93	1,500.00	.....	230.00	60.00	3,334.99	1,534.32	1,878.01	53
Texasarkana.....	17,508.12	2,500.00	8,054.00	.....	.....	.....	8,908.99	8,599.13	51
Van Buren.....	5,488.07	1,700.00	249.95	346.55	11.12	.....	2,307.62	8,180.45	42
Wynne.....	1,096.20	.....	.....	44.80	.....	.....	594.80	1,501.40	54
Total	253,748.96	59,650.00	20,922.63	7,762.39	824.58	33,432.92	131,592.52	124,156.44	51
CALIFORNIA.									
Alameda.....	15,838.24	2,500.00	2,599.72	500.00	186.04	.....	12,192.47	2,645.77	77
Anaheim.....	2,831.10	1,400.00	.....	157.44	3.28	.....	1,460.78	1,370.38	52
Angels Camp.....	3,654.60	1,400.00	112.50	219.00	6.90	.....	1,738.46	1,916.14	48
Antioch.....	1,964.56	1,000.00	15.00	161.25	1.81	.....	1,174.09	1,778.47	60
Arcoata.....	2,291.91	1,200.00	800.00	284.16	.....	.....	1,705.04	598.87	74
Auburn.....	6,300.46	1,700.00	180.00	358.00	9.92	.....	2,247.92	4,052.54	36
Azusa.....	1,927.92	1,100.00	.....	75.06	2.16	.....	1,177.21	1,750.71	61
Bakersfield.....	9,063.47	2,100.00	1,500.00	800.00	12.33	.....	4,412.33	4,671.14	49
Benicia.....	3,180.96	1,400.00	160.00	225.00	6.80	.....	1,791.80	1,389.16	56
Berkley.....	12,965.99	2,800.00	1,594.57	437.15	129.31	3,357.94	7,733.37	5,292.52	60
Calistoga.....	2,591.46	1,200.00	250.00	168.00	2.88	.....	1,620.86	970.58	63
Chico.....	7,919.46	2,000.00	1,000.00	859.90	9.60	.....	3,363.59	4,549.96	43
Chino.....	1,338.83	750.00	.....	85.50	1.23	.....	1,836.78	572.06	63
Cloverdale.....	2,187.04	1,100.00	30.00	160.00	3.12	.....	1,281.12	903.92	59
Colton.....	2,597.38	1,300.00	.....	216.00	4.08	.....	1,514.08	1,083.30	58
Colusa.....	4,785.81	1,600.00	212.95	212.95	6.52	.....	1,916.47	2,977.34	38
Coronado.....	3,731.49	1,500.00	120.00	170.00	6.52	.....	1,963.52	1,835.17	48
Corning.....	3,663.68	1,400.00	150.00	163.79	2.32	.....	1,570.56	1,893.12	45
Dixon.....	2,801.44	1,400.00	150.00	203.79	.....	.....	1,756.11	1,145.33	61
Donnellito.....	9,338.52	2,100.00	1,000.00	124.00	1.60	2,636.22	6,308.22	5,490.00	63
Eureka.....	9,338.52	1,100.00	100.00	166.00	.....	.....	1,397.60	5,490.00	58
Ferndale.....	24,207.21	2,500.00	3,500.00	.....	58.17	5,789.04	11,947.21	12,900.86	49
Fresno.....	7,749.71	1,500.00	250.00	291.00	6.52	.....	2,651.69	1,790.13	53
Gilroy.....	6,100.02	1,800.00	130.00	324.85	8.58	.....	2,437.37	4,384.40	31
Grass Valley.....	4,130.43	1,500.00	.....	369.00	8.58	.....	2,181.97	5,364.66	31
Hanford.....	6,100.02	1,800.00	100.00	392.00	16.72	.....	1,793.72	4,427.72	42
Haywards.....	4,834.13	1,700.00	.....	320.00	9.12	.....	2,042.12	2,813.31	42
Hollister.....	4,915.66	1,600.00	.....	235.00	7.36	.....	1,842.36	3,073.30	37

Mail bags, 25 cents.

Do.

In Government building.
Presidential, Jan. 1, 1897.

Presidential, Oct. 1, 1896.

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1897*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
CALIFORNIA—cont'd.											
Jackson.....	3	\$4,089.60	\$1,300.00	\$200.00	\$246.50	\$4.08	\$1,750.58	\$2,339.02	43	In Government building.
Lakeport.....	3	2,176.55	1,000.00	200.00	174.00	1.68	.....	1,375.68	800.87	63
Lieulin.....	3	2,492.66	1,200.00	.....	300.00	1.60	.....	1,401.60	1,000.96	58
Livermore.....	3	4,338.95	1,500.00	.....	269.00	6.68	.....	1,774.68	2,554.27	41
Lodi.....	3	2,375.05	1,100.00	200.00	173.25	6.48	.....	1,479.73	895.33	63
Lompoc.....	3	2,896.35	1,400.00	.....	117.25	1.12	.....	1,518.37	1,377.98	53
Long Beach.....	3	3,962.33	1,400.00	.....	192.50	6.40	.....	1,598.90	2,363.43	40
Long Angeles.....	1	190,126.38	8,500.00	34,968.56	2,31.05	1,524.34	\$43,238.54	85,952.49	104,173.89	45	
Los Gatos.....	3	5,513.70	1,700.00	.....	59.00	7.92	.....	1,766.92	3,746.78	33
Madera.....	3	4,322.33	1,500.00	300.00	276.00	3.36	.....	2,079.36	1,598.44	33
Martinez.....	3	3,425.32	1,400.00	200.00	232.00	6.88	.....	1,838.88	1,586.44	54
Marysville.....	2	10,003.38	2,200.00	1,800.00	500.00	22.16	.....	4,522.16	5,481.23	45
Merced.....	3	6,115.91	1,700.00	200.00	59.00	6.32	.....	1,965.32	4,150.59	33
Monterey.....	3	5,301.48	1,700.00	.....	.....	10.08	.....	1,710.08	3,591.40	33
Monrovia.....	3	2,314.98	1,000.00	.....	160.20	2.88	.....	1,103.08	1,151.90	50
Monterey.....	3	3,474.06	1,500.00	.....	278.20	4.16	.....	1,782.36	1,691.70	51
Napa.....	2	10,432.55	2,200.00	1,600.00	\$27.00	.....	.....	4,127.00	6,305.55	40
Nevada City.....	3	7,384.96	1,800.00	600.00	360.00	13.28	.....	2,773.28	4,611.68	38
Newcastle.....	3	2,909.52	1,400.00	.....	150.00	1.20	.....	1,560.20	1,349.32	54
Oakdale.....	3	2,743.90	1,200.00	200.00	194.90	4.16	.....	1,599.06	1,144.84	58
Oakland.....	1	102,895.09	8,300.00	16,284.46	2,746.50	1,378.96	28,918.09	52,603.01	50,292.08	51	
Ontario.....	3	4,151.83	1,600.00	200.00	306.00	5.36	.....	2,111.36	2,040.47	51
Orange.....	3	2,740.42	1,300.00	.....	236.00	3.12	.....	1,533.12	1,167.30	57
Oroville.....	3	5,248.47	1,600.00	500.00	236.00	10.24	.....	2,846.24	2,402.23	45
Pacific Grove.....	3	3,612.92	1,400.00	.....	252.00	7.92	.....	1,659.92	1,954.00	46
Palo Alto.....	3	3,494.39	1,300.00	30.00	195.00	8.40	.....	1,533.40	1,970.99	45
Passadena.....	3	22,197.70	2,500.00	8,618.48	101.00	67.44	.....	12,194.86	10,002.84	55
Paso Robles.....	3	3,609.44	1,500.00	50.00	304.00	3.44	.....	1,857.44	1,752.00	51
Perris.....	3	2,041.30	1,000.00	.....	149.25	4.48	.....	1,149.73	891.57	56
Petaluma.....	3	2,318.12	2,000.00	1,000.00	480.00	31.28	.....	3,511.28	4,806.84	43
Placerville.....	3	4,716.88	1,600.00	.....	236.00	5.44	.....	2,441.44	2,305.44	51
Pomona.....	2	11,213.80	2,300.00	1,800.00	230.00	23.99	2,369.38	6,494.32	4,719.48	58	
Porterville.....	3	4,186.06	1,500.00	200.00	230.00	1.44	.....	1,831.44	2,354.62	46
Red Bluff.....	3	7,906.18	1,900.00	142.50	420.00	8.96	.....	2,471.46	5,434.72	31
Redlands.....	3	6,777.19	1,800.00	700.00	390.00	10.96	.....	2,570.96	3,906.23	43
Redlands.....	2	11,489.93	2,300.00	1,900.00	800.00	9.28	.....	4,509.28	6,980.65	39
Redwood City.....	3	3,011.89	1,300.00	60.00	204.00	14.00	.....	1,560.00	1,451.89	53
Riverside.....	2	14,143.04	2,400.00	2,800.00	1,098.58	7.38	4,122.06	10,418.02	8,725.02	74	
Sacramento.....	1	72,162.76	3,200.00	11,891.84	880.64	6.64	16,216.97	32,189.45	3,161.65	45	
St. Helena.....	3	6,196.09	1,700.00	287.80	2,034.44	4,161.65	39	
Salinas.....	3	7,877.93	1,800.00	50.00	300.00	13.76	2,163.76	5,714.17	29	

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No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
COLORADO—continued.											
Breckenridge.....	3	\$3,160.16	\$1,400.00	.....	\$220.00	\$3.68	.....	\$1,622.03	\$1,538.48	51	
Buena Vista.....	3	3,235.66	1,300.00	.....	175.00	3.76	.....	1,675.76	1,549.90	52	
Canon City.....	2	6,664.41	2,040.00	920.00	545.29	26.07	.....	3,491.36	5,173.05	40	
Central City.....	3	6,285.60	1,600.00	80.00	271.94	9.76	.....	1,961.70	4,323.90	31	
Colorado City.....	3	300.93	1,100.00	.....	231.00	7.68	.....	1,338.68	1,962.25	41	
Colorado Springs.....	3	62,948.51	3,100.00	8,672.23	2,000.00	464.88	\$9,606.46	23,103.67	39,744.84	37	
Cripple Creek.....	2	28,644.18	2,600.00	6,609.34	223.00	294.63	.....	9,718.67	18,925.51	34	
Del Norte.....	3	2,602.12	1,100.00	30.00	84.85	2.24	.....	1,216.89	1,385.23	47	
Delta.....	3	3,764.27	1,500.00	100.00	250.04	2.72	.....	1,852.72	1,911.55	49	
Denver.....	3	320,541.01	3,700.00	51,221.46	73.75	2,247.46	77,755.00	136,003.67	183,537.34	42	In Government building.
Durango.....	2	9,963.95	2,200.00	1,500.00	720.00	10.72	.....	4,490.72	5,463.13	44	
Durango.....	3	6,803.13	1,600.00	600.00	235.00	8.56	.....	2,343.56	3,459.57	40	
Fort Collins.....	3	7,135.21	1,800.00	400.00	222.00	9.76	.....	2,431.76	4,703.45	34	
Georgetown.....	3	2,786.41	1,300.00	200.00	310.00	6.20	.....	1,815.20	971.21	65	Presidential, Apr. 1, 1897.
Gillett.....	3	467.63	1,300.00	.....	35.00	2.24	.....	1,335.24	132.09	72	
Glenwood Springs.....	3	4,952.70	1,600.00	.....	304.00	8.88	.....	1,912.88	3,039.82	39	
Golden.....	3	3,021.71	1,500.00	.....	296.80	6.00	.....	1,802.80	2,118.91	46	
Grand Junction.....	2	7,829.18	2,000.00	1,000.00	278.00	22.96	.....	3,296.96	4,532.22	42	
Greeley.....	2	10,295.48	1,300.00	1,000.00	600.00	92.30	1,748.90	6,441.10	3,854.38	63	
Harrison.....	3	3,696.32	1,400.00	600.00	230.00	6.36	.....	2,236.36	1,460.96	57	
Higlands.....	3	2,106.06	1,400.00	150.00	13.00	33.92	.....	1,446.92	1,661.14	47	
Idaho Springs.....	3	6,492.97	1,600.00	400.00	233.00	6.86	.....	2,009.86	3,483.11	37	
La Junta.....	3	6,231.44	1,700.00	300.00	170.00	6.86	.....	2,456.36	2,785.08	47	
Lake City.....	3	2,612.61	1,100.00	100.00	164.00	1.62	.....	1,570.72	1,771.89	62	
Lamar.....	3	2,607.66	1,100.00	.....	140.00	1.62	.....	1,365.62	1,241.76	52	
Las Animas.....	3	2,013.60	1,000.00	.....	600.00	76.86	.....	1,477.06	11,866.44	57	
Leadville.....	2	22,636.62	2,700.00	4,600.00	800.00	.....	2,507.33	10,786.23	11,850.39	43	
Longmont.....	2	6,629.51	1,400.00	28.29	338.00	6.12	.....	2,168.11	1,760.39	44	
Manitou.....	3	2,035.15	1,400.00	70.00	345.90	8.60	.....	1,770.10	1,364.81	55	
Monte Vista.....	3	6,617.62	1,700.00	600.00	353.00	18.32	.....	2,768.32	2,859.30	56	
Montrose.....	3	4,984.71	1,600.00	300.00	224.00	3.16	.....	1,786.16	1,198.55	51	
Montrose.....	3	4,984.71	1,600.00	300.00	224.00	3.16	.....	2,424.16	2,769.55	52	
Pueblo.....	1	41,706.85	2,000.00	7,800.00	1,019.48	342.88	12,838.86	23,093.31	18,613.54	30	
Rocky Ford.....	3	2,013.60	1,400.00	.....	251.50	.....	.....	1,952.50	715.70	80	
Salida.....	3	2,013.60	1,400.00	700.00	124.00	1.00	.....	1,927.04	1,697.90	44	
Silverton.....	3	5,123.23	1,700.00	300.00	360.00	7.68	.....	2,897.68	2,225.55	47	
Stirling.....	3	5,411.52	1,300.00	.....	248.05	4.48	.....	1,644.48	3,767.04	40	
Telluride.....	3	6,451.50	1,700.00	120.00	298.00	9.12	.....	2,127.12	4,324.38	64	
Trinidad.....	2	11,117.30	2,300.00	2,000.00	575.00	3.67	3,617.32	8,706.19	2,411.01	33	

Victor	2	12,346.66	2,200.00	1,795.00	261.94	54.50	4,311.44	8,038.22	35
Walsenburg	3	2,068.74	1,000.00	150.00	131.00	1.12	1,292.12	784.62	63
Total	695,025.06	81,500.00	98,214.23	15,630.20	8,901.55	107,124.07	307,370.05	387,764.74	44
Deficit	109.73
Total	695,025.06	81,500.00	98,214.23	15,630.20	8,901.55	107,124.07	307,370.05	387,655.01	44
CONNECTICUT.										
Ansonia	2	16,276.72	2,400.00	1,900.00	1,020.00	88.38	4,534.03	9,992.41	6,284.31	61
Bethel	2	8,672.77	1,500.00	234.00	11.52	1,745.52	1,927.25	48
Bradford	3	4,117.06	1,600.00	280.20	17.62	1,847.72	2,269.36	45
Bridgport	1	98,094.95	3,300.00	14,747.44	1,028.45	24,297.89	48,873.78	54,721.17	44
Bristol	2	13,789.19	2,400.00	1,900.00	650.00	04.80	5,014.90	8,774.39	36
Canaan	3	2,580.89	1,200.00	150.00	109.00	6.12	1,464.12	1,116.77	57
Chester	3	2,419.26	1,100.00	145.50	9.96	1,254.46	1,164.80	52
Clinton	3	2,775.45	1,400.00	123.73	9.84	1,533.57	1,241.88	55
Clintonville	3	2,111.22	1,500.00	306.00	1.12	1,807.12	804.10	86
Colchester	3	8,646.12	1,400.00	225.31	8.48	1,613.79	2,015.33	45
Collinsville	3	3,241.90	1,700.00	120.00	12.08	1,532.08	1,708.82	47
Danbury	2	24,967.14	2,700.00	3,507.00	1,386.88	202.27	6,830.13	14,628.28	10,040.86	59
Danielson	3	6,700.34	1,800.00	80.00	299.84	18.24	2,198.08	4,502.26	55
Deep River	3	8,119.53	1,500.00	204.00	8.08	1,712.08	1,407.45	53
Derby	3	13,391.20	2,400.00	2,248.00	945.20	149.42	8,941.76	9,684.40	8,695.80	72
East Berlin	3	4,355.35	1,500.00	120.00	6.32	1,628.32	2,720.03	37
East Haddam	3	2,076.11	1,100.00	100.00	82.90	4.72	1,287.62	788.49	62
East Hampton	3	8,463.31	1,400.00	98.26	4.08	1,502.34	1,940.97	52
East Hartford	3	2,110.62	1,000.00	77.50	15.76	1,083.26	1,017.36	43
Essex	3	4,583.04	1,400.00	155.00	11.28	1,566.28	3,018.76	84
Fairfield	3	1,836.84	825.00	62.50	8.64	896.14	940.70	49
Glastonbury	3	2,590.86	1,000.00	165.00	5.60	1,170.60	1,390.38	46
Greenwich	3	19,322.01	2,400.00	1,500.00	600.00	48.80	4,548.80	14,773.21	24
Gulford	3	4,920.53	1,600.00	144.52	12.16	1,756.68	2,263.90	44
Hamden	1	1,590.92	600.00	31,638.80	42.00	1.12	643.13	937.80	41
Hartford	1	242,550.04	3,600.00	1,975.29	31,190.10	98,404.19	174,145.85	28
Jewett City	3	3,311.85	1,300.00	100.00	141.88	12.16	1,554.04	1,757.31	47
Lakerville	3	2,544.13	1,200.00	198.00	6.08	1,404.08	1,140.04	55
Litchfield	3	2,968.78	1,600.00	331.00	19.28	1,950.28	8,009.50	39
Manchester	3	2,968.78	1,600.00	206.00	11.04	1,617.04	1,371.72	54
Meriden	1	70,045.80	2,700.00	8,320.00	2,323.71	887.24	12,022.88	26,003.33	50,042.47	34
Middletown	2	31,543.11	2,700.00	3,864.84	159.92	5,261.07	11,976.83	19,567.28	38
Milford	3	4,877.68	1,700.00	286.25	21.13	2,007.37	2,870.61	41
Moosau	3	21,618.90	2,500.00	2,200.00	96.43	8.88	4,805.31	16,813.59	22
Moosup	3	473.99	280.00	23.96	1.44	275.40	198.29	58
Mytic	3	4,465.11	1,600.00	100.00	237.30	17.60	1,974.90	2,490.21	44
Naugatuck	3	8,897.25	2,100.00	1,100.00	440.00	43.37	3,683.37	5,213.88	41
New Britain	3	85,847.17	2,800.00	4,548.00	1,200.00	232.71	8,178.92	16,949.63	18,897.54	47
New Canaan	3	3,867.70	1,500.00	300.00	15.76	1,815.76	2,041.94	47
New Hartford	3	2,781.73	1,300.00	100.00	210.00	8.48	1,618.48	1,143.24	59
New Haven	1	231,867.83	3,600.00	84,843.30	274.18	2,016.54	50,024.90	90,768.27	140,598.56	39
New London	3	41,670.41	2,800.00	4,967.23	2,500.00	326.75	6,380.98	16,974.96	24,695.45	41

In Government building.

Presidential, Oct. 1, 1896.

Presidential, Jan. 1, 1897.
In Government building.

Do.

Presidential, Apr. 1, 1897.

In Government building.

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1897*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clark hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
CONNECTICUT—cont'd.											
New Milford.....	3	\$7,608.91	\$1,900.00	\$250.00	\$241.44	\$19.84	.....	\$2,511.28	\$5,097.63	33	
Norfolk.....	3	2,273.28	1,200.00	120.00	108.00	13.84	.....	1,531.84	1,741.44	37	
North Haven.....	3	2,098.28	1,200.00	.....	198.00	9.20	.....	1,408.15	1,690.13	47	
Northampton.....	3	4,095.62	1,700.00	75.00	165.00	3.60	.....	2,043.40	2,052.22	50	
Northford.....	2	11,872.02	2,200.00	1,700.00	620.00	112.65	\$2,519.12	2,651.78	2,430.24	56	
Northville.....	2	38,174.32	2,800.00	4,064.00	1,890.00	486.13	9,961.03	26,251.18	15,923.14	52	
Plainville.....	3	8,106.86	1,400.00	.....	177.00	12.08	.....	1,609.08	1,925.84	51	
Plainville.....	3	2,277.84	1,100.00	.....	177.00	7.36	.....	1,285.26	1,092.58	56	
Portland.....	3	1,500.00	1,500.00	.....	300.00	10.88	.....	1,810.88	1,689.12	53	
Putnam.....	2	8,927.44	2,400.00	1,000.00	380.00	27.79	.....	3,397.79	5,529.65	28	
Ridgefield.....	2	8,761.15	1,500.00	.....	298.85	20.40	.....	1,819.05	1,942.10	48	
Rockville.....	2	9,959.10	2,300.00	1,700.00	600.00	27.76	2,069.70	6,707.48	3,251.64	37	
Seymour.....	3	4,774.68	1,700.00	.....	353.00	17.68	.....	2,162.27	2,612.41	45	
Shelton.....	3	5,225.91	1,600.00	.....	329.78	21.12	.....	1,950.90	3,275.01	37	
Southampton.....	3	4,707.98	1,700.00	.....	224.25	16.96	.....	1,951.21	2,756.77	41	
South Manchester.....	3	5,967.50	1,700.00	.....	358.00	21.68	.....	2,079.68	3,887.82	35	
South Norwalk.....	2	14,075.33	2,400.00	1,900.00	539.84	100.95	8,514.66	8,455.58	5,619.78	60	
Southport.....	2	2,680.05	1,300.00	.....	250.00	11.92	.....	1,581.92	1,118.13	58	
Stafford Springs.....	2	8,037.35	1,600.00	200.00	380.00	14.40	.....	2,114.40	2,922.95	43	
Stafford.....	2	30,949.96	2,800.00	4,424.00	1,900.00	343.95	8,603.43	18,071.37	12,878.59	58	
Stonington.....	3	3,759.85	1,500.00	.....	185.10	19.28	.....	1,704.38	2,055.47	45	
Stratford.....	3	2,473.65	1,200.00	.....	208.54	14.40	.....	1,422.94	1,050.71	59	
Stratford.....	3	2,665.14	1,300.00	.....	150.00	7.44	.....	1,457.44	1,207.70	55	
Terryville.....	3	2,192.92	1,000.00	.....	164.00	8.52	.....	1,167.52	1,025.40	53	
Thomaston.....	3	3,834.18	1,600.00	200.00	306.00	12.48	.....	2,118.48	1,715.70	54	
Thomastonville.....	3	4,473.63	1,800.00	.....	280.00	29.64	.....	1,900.64	2,573.19	42	
Torrington.....	3	10,874.13	2,400.00	.....	591.51	65.86	.....	4,047.27	11,298.86	29	
Unionville.....	2	8,004.70	1,400.00	.....	230.00	8.96	.....	1,638.96	1,967.74	38	
Wallingford.....	2	11,518.13	2,200.00	1,519.37	600.00	85.40	.....	4,374.77	7,143.36	38	
Waterbury.....	1	65,534.21	3,200.00	10,391.98	1,559.61	377.06	12,409.75	28,338.41	37,195.80	43	
Watertown.....	3	2,654.20	1,300.00	70.00	124.00	8.64	.....	1,502.64	1,151.56	57	
Watertown.....	3	2,922.13	1,200.00	.....	297.24	3.44	.....	1,203.44	1,718.69	41	
West Haven.....	3	4,115.98	1,500.00	.....	165.00	15.92	.....	1,831.90	2,284.08	38	
Westport.....	3	8,111.98	1,500.00	.....	360.00	16.16	.....	1,680.92	1,431.06	64	
West Winsted.....	3	8,597.61	1,900.00	120.00	800.00	85.38	4,557.00	2,388.16	6,199.45	28	
Williamstown.....	2	12,708.55	2,400.00	2,100.00	800.00	16.00	.....	9,942.38	2,766.17	78	
Windsor.....	3	5,522.63	1,300.00	.....	179.00	16.00	.....	1,495.00	1,027.63	59	
Windsor Locks.....	3	4,276.08	1,500.00	.....	210.50	15.36	.....	1,725.86	2,551.22	40	
Winsted.....	2	8,043.34	2,000.00	1,100.00	400.00	30.36	.....	3,530.36	4,512.98	44	
Total.....	.....	1,392,988.52	143,275.00	151,765.46	32,553.43	9,089.63	197,356.26	534,539.78	768,448.74	41	

DELAWARE.									
Dover	8,505.24	1,900.00	400.00	.....	25.60	.....	2,325.60	6,170.64	In Government building.
Georgetown	2,748.89	1,300.00	.....	190.00	8.40	.....	1,468.40	1,231.49	27
Laurel	2,607.14	1,200.00	150.00	154.66	2.60	.....	1,507.45	1,099.69	53
Laurel	2,506.91	1,100.00	.....	334.00	6.12	.....	1,269.12	1,210.79	58
Middletown	2,514.62	1,500.00	200.00	256.00	8.96	.....	1,902.56	1,552.06	56
Milford	4,502.03	1,500.00	200.00	256.00	11.94	.....	1,867.84	2,384.19	44
Newark	4,800.77	1,500.00	200.00	185.43	12.48	.....	1,867.81	2,322.56	45
Newcastle	2,622.77	1,500.00	.....	82.03	6.88	.....	1,390.83	1,801.54	54
Sandford	2,472.04	1,500.00	200.00	202.00	7.76	.....	1,807.58	1,803.60	51
Smyma	2,472.04	1,500.00	.....	193.75	7.76	.....	1,807.58	1,803.60	51
Wilmington	77,237.38	3,200.00	12,486.00	.....	790.27	24,923.13	41,334.40	35,882.98	49
Total	115,322.58	17,600.00	13,586.00	1,651.68	884.99	24,923.13	58,653.00	56,669.58	51
DISTRICT OF COLUMBIA.									
Washington	549,658.43	5,000.00	283,830.20	35,550.66	14,055.10	190,490.06	508,926.02	40,732.41	93
FLORIDA.									
Apalachicola	2,719.72	1,200.00	.....	155.00	3.76	.....	1,359.76	1,360.96	50
Barrow	4,344.39	1,700.00	600.00	350.00	13.44	.....	2,683.44	1,680.95	61
Daytona	3,833.56	1,300.00	4.95	138.00	7.76	.....	1,450.71	2,382.85	33
Deland	4,720.22	1,600.00	.....	308.00	6.48	.....	1,912.48	2,807.74	41
Euclid	1,907.57	1,000.00	.....	147.00	1.60	.....	1,148.60	758.97	60
Fernandina	5,096.93	1,700.00	20.00	256.00	11.12	.....	1,987.12	3,109.81	39
Fort Brook	3,770.96	1,200.00	.....	218.00	1.92	.....	1,419.92	2,351.04	38
Gainesville	8,080.57	1,900.00	500.00	300.00	25.92	.....	2,725.92	5,354.65	34
Jacksonville	67,220.05	3,200.00	12,685.55	.....	490.09	13,450.22	28,815.86	38,404.19	43
Key West	11,483.85	3,300.00	200.00	.....	143.68	.....	2,643.68	8,820.17	23
Kissimmee	2,009.66	1,200.00	178.48	208.00	2.88	.....	1,587.36	4,322.30	79
Lake City	3,391.98	1,500.00	200.00	300.00	7.68	.....	2,007.68	1,884.30	59
Lakeland	1,005.78	550.00	98.99	83.00	2.80	.....	735.79	329.96	59
Leesburg	2,941.32	1,400.00	186.59	185.50	7.02	.....	1,780.11	1,152.21	61
Live Oak	5,523.08	1,100.00	200.00	54.25	6.88	.....	1,381.13	1,901.95	53
Madison	2,297.59	1,100.00	150.00	114.00	3.26	.....	1,387.28	1,901.31	60
Maitello	9,070.78	1,200.00	.....	70.00	2.33	.....	1,273.33	1,193.45	51
Ocala	2,078.26	2,200.00	1,800.00	600.00	56.54	.....	4,656.54	4,421.72	52
Orlando	4,441.83	1,900.00	1,300.00	460.00	17.84	.....	2,927.84	4,513.98	39
Palatka	6,976.17	2,000.00	1,300.00	65.00	42.24	.....	3,407.24	3,568.93	39
Pensacola	19,688.49	2,500.00	2,600.00	107.40	48.05	4,384.96	9,532.91	10,153.68	48
Punta Gorda	1,774.68	750.00	180.00	162.40	2.49	.....	1,039.88	1,392.19	59
Quincy	12,677.42	1,100.00	150.00	147.00	3.84	.....	1,416.24	3,392.19	50
St. Augustine	2,808.43	2,300.00	3,648.90	69.58	4.88	.....	5,018.48	7,658.94	40
St. Petersburg	1,920.71	825.00	65.00	147.00	14.38	.....	1,041.88	878.83	54
St. Sanford	4,807.55	1,700.00	400.00	454.75	3.36	.....	2,566.07	2,238.48	53
Starke	1,942.84	1,000.00	967.03	63.60	3.36	.....	1,094.96	845.88	56
Tallahassee	8,102.38	2,000.00	.....	36.32	217.03	.....	3,003.35	5,069.03	37
Tampa	22,649.03	2,700.00	4,024.00	750.00	.....	5,393.81	13,085.74	9,563.20	58

Do.

In Government building.

Do.

Presidential, Jan. 1, 1897.

Mail bags, 25 cents.

In Government building.

Presidential, Oct. 1, 1896.

In Government building.

Presidential, Oct. 1, 1896.

In Government building.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
FLORIDA—cont'd.											
Tallahassee.....	3	\$2,707.66	\$1,400.00	\$199.44	\$267.15	\$11.20	.....	\$1,877.79	\$919.87	67	
West Palm Beach.....	3	2,502.71	1,400.00	200.00	174.00	5.36	.....	1,779.36	783.35	69	
Total.....		235,113.17	48,925.00	30,137.83	6,146.05	1,262.56	\$22,228.80	108,700.45	126,412.72	46	
GEORGIA.											
Albany.....	3	8,513.88	1,900.00	500.00	273.79	30.72	.....	2,709.51	5,804.37	32	
Americus.....	2	12,053.45	2,200.00	1,000.00	750.00	106.90	3,698.67	8,255.57	3,797.88	68	
Athens.....	2	14,866.58	2,400.00	1,900.00	535.50	62.50	4,386.61	9,284.61	5,581.97	62	
Atlanta.....	1	265,091.79	3,700.00	39,899.01	.....	1,620.33	40,424.42	85,643.76	179,448.03	32	In Government building.
Augusta.....	1	64,632.91	3,100.00	9,172.00	.....	1,444.49	16,671.81	29,388.30	25,244.61	54	Do.
Bainbridge.....	3	4,417.64	1,500.00	300.00	175.20	14.16	.....	1,089.36	2,428.48	45	
Barnesville.....	3	3,871.44	1,500.00	250.00	180.00	12.32	.....	1,942.82	1,929.12	50	
Brunswick.....	2	13,767.44	2,300.00	1,700.00	780.90	42.41	3,497.82	8,321.13	5,446.31	60	
Carrollton.....	3	2,719.31	1,200.00	250.00	216.50	7.36	.....	1,073.89	1,645.45	62	
Carterville.....	3	4,273.63	1,500.00	350.00	250.00	15.32	.....	2,116.32	2,157.50	50	
Cedartown.....	3	2,854.38	1,300.00	100.00	225.00	7.36	.....	1,632.36	1,222.02	57	
Columbus.....	2	27,681.11	2,700.00	292.39	292.39	214.18	7,563.28	14,069.85	12,911.26	53	Do.
Cordale.....	3	6,290.87	1,600.00	100.00	171.00	10.80	.....	1,881.80	3,379.07	36	
Covington.....	3	2,772.21	1,200.00	.....	192.00	9.68	.....	1,401.68	1,370.53	51	
Cuthbert.....	3	3,472.80	1,400.00	150.00	194.00	6.32	.....	1,750.32	1,722.48	50	
Dalton.....	3	5,896.68	1,700.00	200.00	341.50	17.12	.....	2,258.62	3,638.06	38	
Darien.....	3	2,291.68	1,100.00	20.00	128.00	2.60	.....	1,250.80	1,040.88	55	
Dawson.....	3	3,641.49	1,500.00	.....	205.25	11.92	.....	1,717.17	1,924.32	47	
Dublin.....	3	3,033.45	1,200.00	150.00	299.63	12.08	.....	1,571.71	1,461.74	52	
Eastman.....	3	645.76	275.00	.....	15.90	1.36	.....	292.26	353.50	45	Presidential, Apr. 1, 1897.
Easton.....	3	2,395.12	1,100.00	40.00	126.30	1.36	.....	1,272.78	1,122.34	53	
Elberton.....	3	4,154.90	1,500.00	300.00	250.00	8.96	.....	2,028.96	2,125.94	49	
Fitzgerald.....	3	1,168.28	400.00	235.00	65.40	2.56	.....	722.96	445.32	59	Do.
Forsyth.....	3	2,350.76	1,100.00	60.00	196.00	6.00	.....	1,362.00	988.76	59	
Fort Valley.....	3	2,935.76	1,200.00	100.00	196.00	8.16	.....	1,507.16	1,448.60	51	
Gainesville.....	3	6,077.05	1,700.00	800.00	354.56	31.28	.....	2,865.84	3,211.21	47	
Griffin.....	3	6,431.44	1,467.50	350.37	831.63	21.28	.....	1,920.78	3,240.66	40	Delinquent from July 1 to Aug. 16, 1896.
Hawkinsville.....	3	3,435.64	1,400.00	20.83	226.20	8.96	.....	1,656.99	1,788.65	48	
Lagrange.....	3	5,553.97	1,500.00	250.00	281.00	17.60	.....	2,048.60	2,505.37	45	
Macon.....	3	56,173.02	3,100.00	9,048.48	.....	625.10	14,803.29	27,156.85	28,016.17	49	
Madison.....	1	3,874.30	1,400.00	30.00	266.00	12.24	.....	1,711.24	1,663.06	51	
Marietta.....	3	3,356.20	2,000.00	950.00	480.00	42.95	.....	2,472.95	4,828.25	43	
Milledgeville.....	2	7,743.97	1,700.00	150.00	284.00	15.73	.....	2,162.73	5,581.25	37	
Newnan.....	3	4,812.96	1,000.00	200.00	243.91	16.80	.....	2,046.71	2,766.25	43	In Government building.

Quiltman.....	3	2,340.08	1,400.00	300.00	2,258.70	230.00	6.40	4,752.62	1,936.40	1,412.68	58
Rome.....	2	16,240.81	2,400.00	.....	.....	.....	69.43	.....	9,400.75	6,780.06	58
Sandersville.....	3	2,752.83	1,200.00	197.65	.....	.....	5.04	.....	1,402.69	1,350.13	51
Savannah.....	108	848.76	3,300.00	3,089.40	15,423.67	8,036.50	765.52	17,919.80	40,448.39	2,261.85	37
Tallahassee.....	2	2,854.35	1,500.00	286.50	.....	.....	6.00	.....	2,092.50	5,101.10	45
Thomasville.....	3	2,237.10	1,000.00	300.00	1,400.73	595.91	39.38	.....	4,136.00	1,370.84	52
Tifton.....	3	2,742.28	1,100.00	166.00	1,600.00	156.00	5.44	.....	1,421.44	1,370.84	52
Valdosta.....	3	6,068.40	1,700.00	292.50	250.00	292.50	18.48	.....	2,280.98	8,907.43	37
Washington.....	3	3,470.89	1,400.00	209.50	300.00	209.50	6.08	.....	1,815.58	1,635.11	52
Waycross.....	3	6,450.61	1,700.00	400.00	400.00	283.19	28.20	.....	2,388.39	4,064.22	37
Waynesboro.....	3	2,538.14	1,000.00	174.00	150.00	174.00	6.16	.....	1,330.16	1,207.98	52
Westpoint.....	3	3,510.53	1,400.00	200.00	300.00	190.00	18.32	.....	1,808.32	1,702.21	52
Total.....		720,229.78	76,062.50	94,058.77	14,052.21	4,447.05	113,258.32	302,479.45	417,750.33		42
IDAHO.											
Blackfoot.....	3	2,478.09	1,400.00	204.12	.....	171.91	1.12	.....	1,777.15	700.94	72
Boise.....	2	16,363.76	2,400.00	2,400.00	508.24	277.00	4.83	.....	7,699.50	7,884.26	49
Caldwell.....	3	3,062.72	1,400.00	400.00	400.00	400.00	1.08	.....	2,978.68	2,954.04	68
Grangeville.....	3	2,834.50	250.00	200.00	200.00	228.00	.....	.....	1,380.00	2,423.42	62
Hailey.....	3	2,807.94	1,200.00	600.00	204.00	204.00	40	.....	1,628.00	1,172.94	58
Idaho Falls.....	3	2,807.19	1,000.00	600.00	244.00	244.00	4.24	.....	2,423.42	2,423.42	53
Leaverton.....	3	1,421.67	1,500.00	150.00	150.00	192.00	6.54	.....	2,423.42	2,423.42	54
Montpelier.....	3	2,823.71	1,800.00	54.99	.....	188.50	.....	.....	2,093.55	4,270.15	60
Monterey.....	3	2,494.15	1,700.00	250.00	250.00	188.50	5.44	.....	1,633.44	2,423.42	39
Pocatello.....	3	6,068.38	1,200.00	80.00	.....	72.00	.....	.....	1,623.08	2,423.42	32
Shoshone.....	3	1,292.62	1,500.00	304.00	.....	148.00	.....	.....	1,864.00	2,512.28	43
Silver City.....	3	2,973.11	1,200.00	.....	.....	.....	.....	.....	1,348.00	1,637.11	45
Wallace.....	3	57,024.11	18,000.00	4,459.11	2,992.26	25.04	2,398.33	27,863.79	29,161.82		49
Wardner.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....		57,024.11	18,000.00	4,459.11	2,992.26	25.04	2,398.33	27,863.79	29,161.82		49
ILLINOIS.											
Abingdon.....	3	5,517.35	1,600.00	30.00	.....	331.00	3.76	.....	1,984.76	3,553.59	36
Albion.....	3	2,140.71	1,100.00	136.55	.....	136.55	1.12	.....	1,287.67	903.04	58
Aledo.....	3	4,351.33	1,600.00	60.00	.....	232.80	2.40	.....	1,894.20	4,585.13	43
Alexis.....	3	1,358.75	750.00	69.00	.....	69.00	.....	.....	819.00	539.75	60
Altamont.....	3	2,000.00	2,500.00	139.00	.....	139.00	1.84	.....	1,140.84	947.79	54
Alton.....	3	16,377.75	1,600.00	698.21	2,400.00	698.21	91.90	5,097.55	10,787.66	5,790.00	65
Amboy.....	3	3,055.97	1,400.00	178.18	2,400.00	277.00	2.88	.....	1,853.06	1,202.91	61
Ana.....	3	4,511.53	1,600.00	324.00	5,522.26	324.00	5.52	.....	1,829.52	2,682.31	41
Anna.....	3	4,522.97	1,600.00	330.37	.....	330.37	4.16	.....	1,984.89	2,588.44	43
Arcola.....	3	958.33	500.00	82.00	.....	82.00	.....	.....	562.48	3,876.85	43
Ashland.....	3	3,212.67	1,400.00	170.00	40.00	170.00	1.44	.....	1,571.44	1,641.23	49
Assumption.....	3	2,397.81	1,200.00	183.50	40.00	183.50	2.06	.....	1,375.59	1,022.23	57
Astoria.....	3	2,504.97	1,300.00	166.89	4.32	166.89	4.32	.....	1,471.01	1,033.96	59
Atlanta.....	3	2,218.64	1,100.00	166.00	40.00	166.00	1.84	.....	1,307.84	910.90	59
Aurora.....	3	31,991.85	2,300.00	4,400.00	.....	164.00	10,502.61	17,866.61	14,136.24	14,136.24	56
Austonia.....	3	9,975.14	2,300.00	1,400.00	400.00	400.00	73.84	10,502.61	17,866.61	14,136.24	56
Austin.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	78

No. 10—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
ILLINOIS—continued.											
Barry.....	3	\$3,127.38	\$1,200.00	.....	\$198.00	\$2.72	.....	\$1,400.72	\$1,726.66	45	
Battin.....	2	12,465.75	1,500.00	\$1,600.00	600.00	14.88	.....	2,114.88	7,490.86	36	
Battle-town.....	2	12,465.75	1,500.00	1,000.00	100.00	10.32	.....	2,615.32	7,490.86	36	
Belleville.....	2	13,103.49	2,300.00	1,000.00	600.00	104.41	\$6,497.38	11,401.87	1,703.62	87	
Belvidere.....	2	11,171.26	2,300.00	1,900.00	400.00	29.01	2,071.14	7,701.15	4,471.11	60	
Benton.....	2	2,752.23	1,300.00	.....	250.00	3.60	.....	1,554.10	1,200.23	54	
Benton.....	2	2,208.68	1,300.00	200.00	200.00	3.96	.....	1,804.17	1,818.41	66	
Blomington.....	3	2,186.95	1,000.00	.....	144.00	9.96	.....	1,144.96	1,021.29	53	
Blomington.....	3	47,030.62	3,100.00	7,800.00	530.20	276.00	12,066.09	23,771.29	23,256.23	51	In Government building.
Blue Island.....	2	9,535.57	2,000.00	1,000.00	400.00	27.67	.....	3,427.67	6,107.90	36	
Bridgeway.....	2	3,124.11	1,300.00	.....	124.10	3.52	.....	1,424.18	1,700.49	46	
Bunker Hill.....	3	2,746.61	1,300.00	20.00	121.25	2.88	.....	1,442.13	1,302.48	53	
Bushnell.....	3	6,341.20	2,700.00	300.00	351.37	11.60	.....	2,462.97	3,878.23	30	
Calumet.....	2	24,199.36	2,700.00	4,451.55	.....	94.55	6,402.74	13,738.84	10,460.52	57	Do.
Cambridge.....	2	3,434.18	1,400.00	.....	172.00	2.16	.....	1,574.16	1,860.00	46	
Camp Point.....	2	2,083.11	1,100.00	.....	169.01	1.76	.....	1,270.77	812.64	61	
Canton.....	2	13,054.44	2,400.00	1,799.99	600.00	28.71	2,627.63	7,456.33	5,608.11	57	
Carbondale.....	2	4,807.86	1,700.00	283.25	196.00	13.70	.....	2,193.01	2,674.85	45	
Carlyle.....	3	6,014.88	1,700.00	100.00	355.36	7.60	.....	2,262.96	3,771.92	38	
Carlyle.....	3	5,577.55	1,300.00	.....	108.49	4.16	.....	1,412.65	1,164.90	55	
Carmi.....	3	5,178.80	1,300.00	200.00	356.00	9.84	.....	2,165.84	3,012.96	42	
Carrollton.....	3	4,079.09	1,600.00	300.00	316.00	8.32	.....	2,224.32	2,454.77	49	
Carrollton.....	3	6,598.78	1,700.00	300.00	318.10	6.66	.....	2,324.76	3,274.03	42	
Cassidy.....	3	2,518.04	1,100.00	.....	196.00	4.96	.....	1,300.96	1,247.08	51	
Centralia.....	3	7,273.50	1,900.00	350.00	353.60	14.88	.....	2,618.48	4,655.02	36	
Champaign.....	2	18,955.99	2,500.00	2,385.32	900.00	56.00	.....	9,880.60	9,065.39	52	
Charleston.....	2	9,281.37	2,000.00	1,500.00	480.00	80.28	4,019.28	4,060.28	5,221.09	44	
Chattanooga.....	2	2,297.83	1,100.00	68.29	150.15	1.92	.....	1,320.36	977.47	57	
Chenoweth.....	3	2,876.73	1,400.00	.....	272.00	2.56	.....	1,674.56	1,202.17	58	
Chester.....	3	3,737.12	1,500.00	300.00	237.50	4.08	.....	2,041.58	1,695.54	55	
Chicago.....	1	5,138,414.64	6,000.00	960,283.80	56,553.67	44,919.91	1,171,245.76	2,239,003.25	2,899,411.39	44	In Government building.
Chicago Heights.....	2	4,357.80	1,600.00	.....	331.00	7.28	.....	1,818.38	2,399.52	45	
Chillicothe.....	2	2,914.10	1,300.00	.....	250.00	3.04	.....	1,553.04	1,361.06	53	
Clayton.....	2	2,012.79	1,100.00	200.00	190.54	2.08	.....	1,492.62	1,520.17	74	
Clinton.....	3	7,038.05	1,800.00	250.00	360.00	10.72	.....	2,420.72	4,618.23	34	
Coal City.....	3	2,153.76	1,100.00	120.00	106.00	.80	.....	1,228.80	806.96	63	
Colden.....	3	2,438.87	1,200.00	.....	146.04	2.48	.....	1,351.52	1,087.35	55	
Colchester.....	3	2,297.57	1,200.00	20.00	108.00	1.04	.....	1,389.04	908.53	60	
Colfax.....	3	1,920.86	1,000.00	.....	168.54	1.04	.....	1,169.58	751.28	61	
Collinsville.....	3	2,968.60	1,600.00	.....	262.00	3.44	.....	1,855.44	1,113.16	63	
Danville.....	2	24,015.51	2,600.00	3,644.00	.....	102.45	5,460.41	11,706.86	13,308.65	49	Do.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
ILLINOIS—continued.											
Hillsboro.....	3	\$4,278.24	\$1,600.00	.....	\$235.05	\$4.56	.....	\$1,839.61	\$2,438.63	43	
Hinsdale.....	3	5,632.21	1,700.00	.....	234.61	12.46	.....	1,946.99	3,679.22	35	
Homestead.....	3	2,625.21	1,200.00	.....	188.00	.96	.....	1,388.96	1,236.25	53	
Hopkinton.....	3	6,708.08	1,700.00	\$300.00	202.00	6.56	.....	2,208.56	3,499.53	39	
Hospital.....	3	4,456.28	250.00	.....	15.00	1.68	85,663.17	2,081.68	189.60	58	
Jacksonville.....	3	23,818.04	2,600.00	3,500.00	775.00	155.94	.....	12,684.11	11,133.93	53	
Jerseyville.....	3	7,440.60	1,900.00	300.00	296.48	10.80	.....	2,507.28	4,933.32	34	
Joliet.....	1	41,513.06	2,400.00	6,470.72	1,500.00	234.06	14,174.06	25,378.84	16,134.22	39	
Kankakee.....	2	13,938.75	2,000.00	2,100.00	710.00	70.47	4,375.42	9,635.89	4,302.86	69	
Kansas.....	3	1,955.27	1,000.00	.....	152.60	2.40	.....	1,155.00	800.27	55	
Kathiburg.....	3	2,553.80	1,200.00	.....	198.00	2.64	.....	1,400.64	1,153.16	55	
Kewanee.....	2	11,193.02	2,300.00	1,700.00	600.00	14.16	4,614.16	4,614.16	6,578.86	41	
Kilmurry.....	3	1,949.65	1,000.00	.....	116.00	2.16	.....	1,118.16	831.49	57	
Knoxville.....	3	3,002.15	1,400.00	.....	122.00	3.84	.....	1,525.84	1,476.31	51	
Lacon.....	3	8,640.57	1,600.00	.....	174.00	4.24	.....	1,678.24	1,962.33	46	
La Grange.....	3	7,371.01	1,800.00	.....	228.00	24.88	.....	2,052.88	5,318.13	28	
La Harpe.....	3	2,744.44	1,200.00	.....	159.11	.88	.....	1,359.99	1,384.45	50	
Lake Forest.....	3	7,525.04	1,900.00	.....	240.00	12.16	.....	2,152.16	5,372.88	29	
Lamar.....	3	3,676.51	1,500.00	100.00	232.11	.....	4,383.78	1,815.91	1,840.60	50	
La Salle.....	2	10,846.33	2,200.00	1,600.00	575.00	.....	.....	8,758.78	2,087.55	81	
Lawrenceville.....	3	2,473.13	1,100.00	50.00	224.00	3.92	.....	1,377.92	1,085.21	58	
Lebanon.....	3	2,288.18	1,100.00	.....	101.80	1.76	.....	1,203.56	1,084.62	53	
Lemont.....	3	3,664.71	1,700.00	.....	958.00	4.32	.....	2,062.32	1,602.39	56	
Lena.....	3	2,419.54	1,200.00	.....	223.00	2.08	.....	1,425.08	1,994.46	59	
Leroy.....	3	2,850.48	1,300.00	169.83	200.00	3.12	.....	1,672.95	1,177.53	59	
Lewistown.....	3	3,775.48	1,500.00	150.00	234.00	6.40	.....	1,910.80	1,864.68	51	
Lexington.....	3	2,438.13	1,300.00	.....	224.00	2.72	.....	1,526.72	911.41	63	
Lincoln.....	3	12,524.58	2,300.00	1,900.00	750.00	31.69	3,350.44	8,351.58	4,183.05	67	
Litchfield.....	3	7,385.58	1,900.00	1,100.00	860.00	17.08	.....	2,877.68	6,007.90	33	
Lockport.....	3	5,006.20	1,700.00	.....	331.00	6.16	.....	2,037.16	2,972.04	41	
McLeansboro.....	3	3,318.66	1,400.00	500.00	43.00	6.17	.....	1,949.17	1,369.49	59	
Macomb.....	2	9,065.18	2,100.00	1,300.00	400.00	69.84	.....	3,866.94	5,225.24	43	
Macou.....	3	4,242.71	1,600.00	.....	224.75	5.28	.....	1,840.03	2,402.68	43	
Marion.....	3	3,116.37	1,100.00	150.00	161.85	.68	.....	1,617.53	1,498.82	53	
Maroa.....	3	4,144.56	1,600.00	.....	165.00	5.12	.....	1,265.88	2,878.68	47	
Mareilles.....	3	3,865.13	1,500.00	400.00	234.00	6.99	.....	1,936.98	1,928.15	50	
Marshall.....	3	3,971.80	1,500.00	.....	236.50	5.94	.....	2,142.96	1,728.84	55	
Mason City.....	3	12,674.78	2,400.00	1,910.68	750.00	32.95	.....	1,788.74	1,786.04	50	
Mazon.....	2	6,843.04	2,200.00	1,100.00	860.00	21.47	3,680.35	3,162.69	53	
Maywood.....	2	7,941.96	2,000.00	1,200.00	356.13	22.95	3,701.47	4,240.49	43	
Menasha.....	2	

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Mail bags 25 cents.

Metropolis City.....	3	3,924.86	1,500.00	49.92	283.67	7.20	1,840.79	2,084.07	47
Milford.....	3	2,574.13	1,200.00	.....	131.25	1.12	1,332.37	1,241.76	52
Milbank.....	3	4,960.06	1,600.00	100.00	213.69	2.88	2,016.57	2,943.49	41
Moline.....	3	28,020.72	2,700.00	8,800.00	1,895.00	39.10	14,115.50	13,914.22	50
Monroe.....	3	3,386.32	1,400.00	.....	319.50	3.60	1,623.10	1,793.22	48
Monmouth.....	3	16,342.84	2,500.00	2,174.73	372.00	3.68	8,556.55	7,792.39	52
Monticello.....	3	4,943.79	1,700.00	100.00	253.25	5.60	9,068.85	2,884.04	42
Morgan Park.....	3	6,470.90	1,700.00	.....	346.00	10.72	2,058.72	4,414.18	32
Morris.....	3	6,396.47	1,800.00	.....	300.00	8.96	2,108.96	4,197.51	33
Morrison.....	3	5,749.12	1,800.00	50.00	358.00	.....	3,113.20	3,635.92	37
Mound City.....	3	2,707.01	1,200.00	.....	350.00	5.20	1,410.04	1,208.07	52
Mount Carmel.....	3	4,625.00	1,600.00	300.00	236.00	5.04	2,148.24	2,478.76	46
Mount Carroll.....	3	4,428.62	1,600.00	.....	236.00	12.24	2,042.08	2,386.54	45
Mount Morris.....	3	4,598.83	1,600.00	200.00	327.90	6.08	1,827.80	2,671.03	43
Mount Olive.....	3	2,338.10	1,100.00	.....	109.76	.....	1,271.04	1,067.06	54
Mount Pulaski.....	3	3,284.89	1,500.00	.....	197.84	2.80	1,700.64	1,584.25	52
Mount Sterling.....	3	3,844.34	1,500.00	200.00	252.00	4.56	1,956.56	1,887.78	51
Mount Vernon.....	3	8,251.06	1,900.00	1,200.00	420.00	16.16	3,536.76	4,714.90	43
Mowsequa.....	3	2,314.92	1,000.00	.....	100.00	1.44	1,101.44	1,218.48	48
Murphysboro.....	3	6,314.03	1,700.00	200.00	160.08	15.04	2,075.12	4,238.91	33
Nashville.....	3	6,781.21	1,900.00	30.00	349.98	8.80	2,288.78	4,492.43	34
National Stock Yards.....	3	3,414.00	1,400.00	200.00	276.00	3.36	1,879.36	1,534.64	55
Neogo.....	3	14,374.70	2,300.00	1,600.00	.....	30.87	3,390.87	10,443.83	27
Newman.....	3	2,185.86	1,100.00	150.00	130.72	1.44	1,392.16	803.70	52
Newton.....	3	2,710.99	1,300.00	150.00	124.50	1.68	1,426.18	1,314.81	53
Nokomis.....	3	3,268.79	1,300.00	.....	123.97	2.72	1,575.69	1,693.10	48
Normal.....	3	3,066.86	1,400.00	.....	260.00	2.96	1,652.96	1,413.90	54
Oakland.....	3	7,409.73	2,000.00	900.00	376.00	25.52	3,201.52	4,108.21	45
Oak Park.....	3	2,896.07	1,300.00	.....	240.51	2.40	1,542.91	843.16	65
Cal..	3	26,917.87	2,900.00	3,215.97	925.83	104.04	13,958.96	12,958.91	52
	3	9,016.69	1,300.00	.....	945.00	9.68	1,247.08	1,081.74	52

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
ILLINOIS—continued.											
Rock Island	3	\$2,708.42	\$1,300.00	\$300.00	\$217.61	\$5.12	.....	\$1,852.73	\$855.69	68	
Rochelle	3	4,641.73	1,700.00	30.00	298.00	5.92	.....	2,033.92	2,807.81	42	
Rock Falls	3	4,149.33	1,700.00	.....	274.00	2.72	.....	1,970.72	2,172.61	48	
Rockford	3	63,536.70	3,200.00	10,723.63	.....	227.94	\$14,815.13	29,088.70	34,448.00	46	In Government building.
Rock Island	2	30,974.99	2,700.00	4,500.00	608.03	224.62	8,242.00	16,285.71	14,689.28	53	Do.
Roodhouse	3	4,006.42	1,500.00	133.24	249.36	5.68	.....	1,888.28	2,118.14	47	
Roseville	3	1,985.63	1,100.00	.....	165.31	1.96	.....	1,266.27	719.36	64	
Roseville	3	2,000.83	1,000.00	.....	163.91	2.24	.....	1,160.15	834.78	58	
Rushville	3	4,127.84	1,700.00	700.00	333.00	5.20	.....	2,738.20	2,389.64	53	
Saint Charles	3	4,108.10	1,500.00	.....	168.75	4.72	.....	1,673.47	2,434.63	41	
Salem	3	3,131.46	1,400.00	80.00	167.27	6.40	.....	1,653.67	1,477.79	53	
Savanna	3	5,793.87	1,800.00	10.00	214.00	6.56	.....	2,030.56	3,763.31	35	
Shawneetown	3	4,248.46	1,500.00	300.00	295.05	4.24	.....	2,099.29	2,249.17	48	
Shedfield	3	1,068.02	1,300.00	80.00	170.00	4.08	.....	1,554.08	1,113.94	58	
Shelbyville	3	6,075.07	500.00	.....	76.02	3.32	.....	576.34	492.84	54	Presidential, Jan. 1, 1897.
Sheldon	3	3,535.69	1,800.00	80.00	208.00	11.44	.....	2,069.44	3,975.63	35	
Sparta	3	4,183.28	1,500.00	.....	189.72	1.20	.....	1,700.92	1,882.77	48	
Springfield	3	3,925.30	1,500.00	.....	210.00	4.72	.....	1,714.72	2,468.56	41	
Spring Valley	3	89,069.49	3,200.00	11,000.00	.....	561.84	17,822.12	32,573.96	35,485.53	44	
Stanton	3	2,718.03	1,300.00	.....	232.00	3.92	.....	1,785.92	2,189.38	44	
Stearling	2	14,850.13	2,500.00	2,163.32	189.64	.....	3,206.33	8,619.85	6,230.28	58	
Streator	2	13,622.19	2,400.00	1,900.00	1,030.00	.....	6,181.54	11,630.74	2,091.45	85	
Sullivan	3	3,530.50	1,500.00	150.00	232.00	4.32	.....	1,886.32	1,644.18	53	
Sumner	3	2,139.23	1,100.00	12.50	123.00	2.88	.....	1,238.38	1,900.85	58	
Sycamore	3	3,620.25	1,900.00	158.22	360.00	11.15	.....	2,428.34	4,250.91	36	
Taylorville	3	7,077.76	1,900.00	150.00	360.00	10.40	.....	2,420.40	4,657.36	34	
Tiskilwa	3	1,832.01	1,000.00	.....	155.80	1.36	.....	1,157.16	774.85	60	
Toloca	3	1,904.04	1,000.00	.....	181.23	2.72	.....	1,163.95	740.09	61	
Toulon	3	2,079.54	1,300.00	150.00	169.96	1.60	.....	1,621.56	1,087.98	61	
Tuscola	3	7,236.55	1,900.00	400.00	.....	11.20	.....	2,311.20	4,925.35	32	
Upper Alton	3	2,473.04	1,300.00	.....	198.00	6.40	.....	1,504.40	327.64	62	
Urbana	3	9,242.16	2,200.00	1,300.00	649.98	4.64	2,305.98	6,460.48	2,781.08	70	
Van Buren	3	4,925.20	1,700.00	173.19	308.50	6.48	.....	2,188.17	2,737.03	44	
Vernon	3	2,665.34	1,200.00	88.27	164.00	2.56	.....	1,454.83	1,210.51	55	
Virden	3	3,524.21	1,500.00	104.00	204.00	3.28	.....	1,807.28	1,716.93	51	
Virginia	3	1,118.66	1,400.00	173.19	252.00	2.96	.....	1,828.15	1,280.71	59	
Wabash	3	1,938.29	1,000.00	.....	136.00	2.96	.....	1,130.40	808.89	58	
Warren	3	5,122.27	1,500.00	173.19	241.50	3.76	.....	1,717.65	1,004.62	63	
Washington	3	2,128.56	1,500.00	200.00	222.20	3.76	.....	1,925.90	1,202.40	62	
Washington	3	2,705.59	1,400.00	200.00	172.00	4.56	.....	1,776.56	929.03	66	

Watska	3	5,382.41	1,700.00	1,899.99	850.74	8.40	4,120.90	2,059.14	3,323.27	38
Waukegan	2	13,408.95	2,500.00	.....	730.00	77.56	.....	9,337.45	4,071.50	70
Waverly	3	3,290.99	1,400.00	.....	156.00	4.64	.....	1,560.64	1,739.35	47
Wenona	3	3,546.34	1,500.00	250.00	253.50	2.72	.....	2,046.22	1,540.12	57
West Chicago	2	3,046.57	1,400.00	90.00	253.00	4.72	.....	1,749.72	1,346.85	57
Weston	3	8,173.52	2,100.00	1,200.00	236.00	16.40	.....	3,552.40	4,621.13	43
Whitehall	3	3,814.65	1,500.00	100.00	283.59	6.44	.....	1,899.03	1,935.62	50
Wilmington	3	2,288.58	1,100.00	.....	160.00	8.76	.....	1,263.76	1,024.82	55
Winchester	3	3,423.58	1,400.00	.....	219.00	2.80	.....	1,621.80	1,801.78	47
Winisor	3	2,136.03	1,100.00	.....	150.00	1.92	.....	1,251.92	884.11	59
Winnetka	3	1,189.94	500.00	.....	65.35	6.28	.....	1,670.63	619.31	48
Woodstock	3	4,987.94	1,600.00	40.00	381.00	6.56	.....	1,977.56	2,890.38	41
Wyoming	3	2,609.93	1,200.00	88.27	185.65	1.36	.....	1,475.28	1,134.67	57
Yorkville	3	2,753.96	1,300.00	40.00	195.00	3.04	.....	1,538.04	1,215.92	56
Total	7,147,779.72	426,925	1,158,067.71	131,560.80	52,477.35	1,449,406.88	3,218,437.74	3,929,341.98	45	
INDIANA.										
Albany	3	1,518.77	600.00	.....	81.00	2.72	.....	863.72	865.05	44
Albion	3	2,700.37	1,300.00	187.50	120.00	3.44	.....	1,610.94	1,089.43	60
Alexandria	3	7,211.03	1,900.00	.....	316.00	20.56	.....	2,216.56	4,974.47	31
Anderson	3	23,356.69	2,700.00	3,103.01	400.00	109.73	8,280.09	14,892.83	8,663.86	63
Angola	3	5,293.80	1,600.00	183.24	206.00	6.16	.....	1,905.40	3,206.40	38
Attica	2	18,157.79	2,600.00	2,600.00	624.00	13.12	.....	6,637.12	12,320.67	32
Auburn	3	5,309.08	1,800.00	.....	360.00	12.72	.....	2,172.72	3,136.36	41
Aurora	3	4,881.92	1,600.00	300.00	219.60	16.24	.....	2,117.74	2,744.18	44
Batesville	3	2,115.68	1,200.00	200.00	165.00	5.04	.....	1,510.04	543.64	74
Bedford	3	6,867.46	1,900.00	250.00	410.00	17.00	.....	2,377.00	4,309.86	37
Bloomfield	3	9,622.78	1,500.00	50.00	461.34	3.92	.....	1,415.26	1,207.52	54

Presidential, Jan. 1, 1897.

Presidential, Jan. 1, 1897.

1	4,400.80	1,600.00	60.00	331.00	6.56	.....	1,997.56	2,408.24	45
2	2,137.80	1,100.00	.....	1,000.00	2.32	.....	1,240.32	897.48	58
3	23,003.72	2,700.00	.....	1,000.00	161.03	7,890.30	14,951.33	8,782.39	63
4	9,821.54	2,200.00	3,100.00	482.95	33.33	3,841.56	7,957.54	2,063.70	79
5	23,485.64	2,600.00	3,119.92	700.00	105.71	8,322.02	14,847.66	8,637.99	83
6	4,688.64	1,600.00	200.00	264.00	17.72	.....	2,081.73	2,506.81	45
7	10,999.84	2,200.00	1,600.00	549.92	28.52	3,514.39	7,892.53	3,077.01	72
8	2,137.14	1,100.00	100.00	103.50	4.56	.....	1,308.06	829.08	61
9	8,985.25	2,100.00	1,900.00	390.00	24.86	.....	3,784.96	5,203.39	42
10	3,940.23	1,400.00	40.00	141.20	7.09	.....	1,598.29	2,051.99	44
11	2,184.86	1,100.00	.....	165.00	6.20	.....	1,271.20	913.66	58
12	4,506.29	1,600.00	150.00	255.00	8.40	.....	2,014.40	2,491.89	45
13	6,526.45	1,700.00	.....	197.64	19.66	.....	2,917.32	3,409.14	38
14	6,072.73	1,800.00	.....	284.00	12.16	.....	2,319.34	3,753.38	58
15	30,316.29	2,800.00	8,968.18	900.00	145.14	7,847.75	15,091.62	15,224.67	50
16	2,526.68	1,200.00	8,968.18	154.20	1.52	.....	1,335.72	1,470.96	43
17	15,217.20	2,500.00	2,700.00	.....	79.16	8,865.94	14,145.10	1,072.10	83
18	1,922.65	1,100.00	.....	174.00	1.84	.....	2,275.84	646.81	66
19	2,216.23	1,800.00	197.50	334.00	18.24	.....	2,349.74	3,896.48	83
20	2,011.83	1,800.00	.....	138.75	1.92	.....	1,141.67	869.08	57
21	5,544.96	1,800.00	300.00	580.00	31.25	.....	2,501.25	8,843.08	39
22	5,386.09	1,600.00	300.00	296.00	12.24	.....	2,106.24	3,257.85	39
23	7,962.01	1,600.00	300.00	296.00	12.40	.....	2,162.40	2,438.61	47
24	7,494.49	1,800.00	.....	253.00	2.16	.....	2,094.78	5,198.64	28
25	2,784.82	1,800.00	150.00	138.00	5.52	.....	1,591.52	1,743.40	58
26	2,932.84	1,000.00	60.00	138.40	3.12	.....	1,189.08	790.16	67
27	2,932.28	1,000.00	.....	148.00	62.36	3,518.92	1,151.12	874.16	57
28	11,956.08	2,300.00	1,700.00	700.00	4.40	.....	8,231.28	3,214.80	71
29	2,801.99	1,300.00	200.00	108.00	4.40	.....	1,374.40	1,268.99	53
30	2,820.22	1,300.00	200.00	108.00	1,312.09	.....	1,312.09	1,593.22	53
31	7,131.25	2,600.00	957.92	415.00	24.76	.....	3,467.08	4,073.67	46
32	7,168.51	2,600.00	957.92	415.00	.....	.....	.....	.....	46

Mall bags, 20 cents.

Mall bags, 45 cents.

In Government building.

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1897*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
INDIANA—continued.											
Terre Haute.....	1	\$65,194.34	\$3,230.00	\$10,668.25	.....	\$581.13	\$16,616.12	\$31,065.50	\$34,128.84	48	In Government building.
Thornstown.....	3	2,716.89	1,300.00	.....	\$155.00	4.72	.....	1,489.72	1,257.17	54	
Tipton.....	3	5,085.15	1,600.00	129.89	279.10	17.12	.....	2,026.11	3,009.04	40	
Union City.....	3	6,317.25	1,900.00	250.00	360.00	21.28	.....	2,531.28	3,785.97	40	
Valparaiso.....	3	15,671.97	2,100.00	2,116.30	550.00	48.41	3,715.26	8,929.97	6,742.00	57	
Veedsburg.....	2	1,047.45	1,100.00	200.00	131.05	2.86	.....	1,453.61	593.84	71	
Vevay.....	2	2,378.99	1,200.00	400.00	222.89	3.44	.....	1,826.43	552.56	77	
Vincennes.....	2	14,867.22	2,400.00	2,286.67	600.00	93.89	4,010.44	9,391.09	5,476.13	63	
Wabash.....	2	12,230.98	2,300.00	1,800.00	450.00	48.67	2,786.23	7,357.90	4,933.08	60	
Wakarusa.....	2	1,343.66	750.00	.....	60.40	1.68	.....	812.08	531.58	38	Presidential, Oct. 1, 1896.
Warren.....	3	1,185.53	550.00	.....	66.90	2.16	.....	279.36	866.17	32	Presidential, Jan. 1, 1897.
Warsaw.....	3	7,360.72	1,900.00	400.00	460.00	24.88	.....	2,784.38	4,575.34	28	
Washington.....	2	9,112.63	2,200.00	1,400.00	100.00	31.84	.....	3,731.64	5,380.99	41	
Waterloo.....	3	1,929.17	1,100.00	.....	143.08	8.60	.....	1,546.66	682.51	63	
Whiting.....	3	2,971.87	1,300.00	.....	197.30	5.12	.....	1,562.42	1,409.45	51	
Williamsport.....	3	2,074.96	1,000.00	.....	164.00	4.64	.....	1,688.64	456.31	56	
Winamac.....	3	3,508.49	1,400.00	.....	148.00	4.16	.....	1,552.16	1,956.33	44	
Winchester.....	3	5,682.83	1,700.00	240.00	47.00	17.44	.....	2,044.44	3,638.39	35	
Worthington.....	3	2,682.78	1,300.00	250.00	211.00	4.96	.....	1,765.96	1,116.82	61	
Total.....		1,600,890.38	247,100.00	200,002.58	43,359.94	10,157.01	282,295.83	782,915.30	817,975.02	49	
INDIAN TERRITORY.											
Armore.....	2	7,860.96	2,000.00	1,099.49	298.55	14.73	.....	3,412.77	4,448.19	43	Presidential, Oct. 1, 1896.
Chickasha.....	3	1,980.91	900.00	25.00	167.00	2.80	.....	927.80	1,053.11	47	
Claremore.....	3	2,186.25	1,100.00	40.00	167.00	.80	.....	1,307.80	881.45	60	
Muscogee.....	3	6,595.39	1,800.00	400.00	256.00	11.92	.....	2,467.92	4,127.47	37	Do.
Pauls Valley.....	3	1,584.22	750.00	200.00	120.00	2.00	.....	1,072.00	512.22	68	
Purcell.....	3	3,844.87	1,600.00	600.00	55.80	4.96	.....	2,260.76	1,584.11	59	
South McAlester.....	3	5,295.75	1,500.00	200.00	300.00	11.36	.....	2,011.36	3,284.39	38	
Tablequah.....	3	2,632.32	1,200.00	100.00	131.95	5.52	.....	1,437.47	1,194.85	55	
Vinita.....	3	5,743.71	1,700.00	350.00	217.40	10.24	.....	2,277.64	3,466.07	40	
Wagoner.....	3	3,234.47	1,300.00	149.99	14.75	4.88	.....	1,468.78	1,765.69	45	Presidential, Jan. 1, 1897.
Wynnewood.....	3	947.59	500.00	.....	26.00	.....	.....	638.88	420.71	56	
Total.....		41,909.44	14,350	3,164.48	1,587.45	69.21	19,171.14	27,738.30	1,602.13	46	
IOWA.											
Ashley.....	3	3,295.33	1,400.00	15.00	244.00	3.20	.....	1,602.20	1,693.13	51	
Adair.....	3	2,203.35	1,100.00	40.00	190.00	1.20	.....	1,331.20	872.15	60	

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1897*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
IOWA—continued.											
Dewitt	3	\$3,084.17	\$1,400.00	.....	\$172.00	\$2.56	.....	\$1,574.56	\$1,509.61	51	Presidential, Jan. 1, 1897.
Dexter	3	1,014.37	1,500.00	.....	65.20	.16	.....	1,565.36	926.57	56	
Dows	3	2,272.53	1,100.00	\$50.00	185.00	.98	.....	1,345.96	926.57	59	In Government building.
Dubuque	1	61,945.42	3,200.00	10,900.00	.....	328.74	\$17,523.76	31,952.50	83,042.92	49	
Dunlap	3	3,090.84	1,400.00	.....	287.85	2.80	.....	1,670.65	1,420.19	54	
Dyersville	3	1,029.91	1,100.00	141.62	109.60	3.12	.....	1,354.34	1,166.57	54	
Dwars	3	1,876.99	1,000.00	.....	154.40	.48	.....	1,154.88	1,721.21	62	
Eagle Grove	3	5,312.74	1,700.00	80.00	322.00	6.64	.....	2,108.64	3,204.10	40	
Eaton	3	2,312.81	1,100.00	150.00	176.00	3.12	.....	1,429.12	3,820.83	62	
Eldon	3	6,083.79	1,800.00	100.00	360.00	4.96	.....	2,364.96	3,820.83	37	
Elkader	3	2,685.82	1,200.00	243.00	199.00	1.44	.....	1,643.44	1,042.38	61	Presidential, Apr. 1, 1897.
Elma	3	496.45	250.00	5.03	28.00	.24	.....	283.27	213.18	57	
Emmettsburg	3	6,028.23	1,800.00	.....	335.00	5.60	.....	2,140.60	3,887.63	36	
Etherville	3	4,860.61	1,600.00	200.00	326.00	3.52	.....	2,120.52	2,731.09	44	
Extra	3	1,811.72	1,000.00	.....	161.85	.96	.....	1,162.81	648.91	64	
Fairfield	3	9,239.72	2,200.00	1,400.00	600.00	13.98	.....	4,213.98	5,025.74	46	
Farmington	3	2,160.96	1,100.00	88.27	190.00	2.32	.....	1,350.59	816.37	62	
Fayette	3	2,601.55	1,200.00	200.00	223.00	1.20	.....	1,624.20	977.35	62	
Fonda	3	2,701.57	1,300.00	200.00	199.07	1.36	.....	1,700.43	1,001.14	63	
Forest City	3	4,298.23	1,600.00	100.00	281.00	4.08	.....	1,985.08	2,313.15	46	
Fort Dodge	3	15,874.78	2,400.00	2,000.00	800.00	60.19	2,627.23	7,087.42	8,787.36	46	In Government building.
Fort Madison	3	10,793.31	2,300.00	1,600.00	800.00	99.55	4,418.24	9,217.79	1,577.52	85	
Garner	3	8,394.50	1,400.00	1,20.00	136.33	2.16	.....	1,620.49	1,774.01	48	
Gladbrook	3	1,942.74	1,000.00	.....	136.85	.80	.....	1,137.65	805.09	59	
Glenwood	3	4,754.39	1,600.00	.....	256.00	5.52	.....	1,861.52	2,892.87	39	
Grand Junction	3	2,346.27	1,100.00	.....	119.77	3.04	.....	1,222.81	1,123.46	52	
Greene	3	2,552.41	1,200.00	.....	205.00	.50	.....	1,405.56	1,146.85	55	
Grinnell	3	3,238.42	1,400.00	60.00	210.00	1.76	.....	1,671.76	1,566.66	52	
Grinnell	3	11,450.86	2,200.00	1,400.00	400.00	12.27	.....	4,012.27	7,438.59	36	
Grinnell	3	2,435.85	1,200.00	.....	173.00	.80	.....	1,373.80	1,062.05	56	
Grundy Center	3	8,562.45	1,500.00	180.00	293.62	.48	.....	1,974.10	1,588.35	55	
Guthrie Center	3	3,512.94	1,400.00	300.00	259.00	1.36	.....	1,960.36	1,552.58	56	
Hamburg	3	4,141.08	1,500.00	300.00	294.00	4.08	.....	2,098.08	2,043.00	51	
Hampton	3	5,534.41	1,700.00	300.00	358.00	2.24	.....	2,300.24	3,174.17	48	
Hartland	3	4,620.59	1,600.00	200.00	331.00	1.84	.....	2,132.84	2,487.75	46	
Hartley	3	2,995.59	1,300.00	.....	230.00	1.04	.....	1,531.04	1,464.55	51	
Hawarden	3	3,578.62	1,500.00	150.00	294.00	4.40	.....	1,948.40	1,630.22	54	
Hedrick	3	483.94	250.00	4.99	41.11	.40	.....	216.50	107.44	64	Presidential, Apr. 1, 1897.
Holstein	3	2,177.24	1,100.00	.....	183.60	.72	.....	1,284.32	992.92	59	
Hull	3	1,953.56	1,000.00	.....	173.80	1.60	.....	1,175.40	778.16	60	
Humboldt	3	4,212.05	1,500.00	40.00	294.00	2.10	.....	1,836.16	2,375.89	44	

	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.	1916.	1917.	1918.	1919.	1920.	1921.	1922.	1923.	1924.	1925.	1926.	1927.	1928.	1929.	1930.	1931.	1932.	1933.	1934.	1935.	1936.	1937.	1938.	1939.	1940.	1941.	1942.	1943.	1944.	1945.	1946.	1947.	1948.	1949.	1950.	1951.	1952.	1953.	1954.	1955.	1956.	1957.	1958.	1959.	1960.	1961.	1962.	1963.	1964.	1965.	1966.	1967.	1968.	1969.	1970.	1971.	1972.	1973.	1974.	1975.	1976.	1977.	1978.	1979.	1980.	1981.	1982.	1983.	1984.	1985.	1986.	1987.	1988.	1989.	1990.	1991.	1992.	1993.	1994.	1995.	1996.	1997.	1998.	1999.	2000.	2001.	2002.	2003.	2004.	2005.	2006.	2007.	2008.	2009.	2010.	2011.	2012.	2013.	2014.	2015.	2016.	2017.	2018.	2019.	2020.	2021.	2022.	2023.	2024.	2025.	2026.	2027.	2028.	2029.	2030.	2031.	2032.	2033.	2034.	2035.	2036.	2037.	2038.	2039.	2040.	2041.	2042.	2043.	2044.	2045.	2046.	2047.	2048.	2049.	2050.	2051.	2052.	2053.	2054.	2055.	2056.	2057.	2058.	2059.	2060.	2061.	2062.	2063.	2064.	2065.	2066.	2067.	2068.	2069.	2070.	2071.	2072.	2073.	2074.	2075.	2076.	2077.	2078.	2079.	2080.	2081.	2082.	2083.	2084.	2085.	2086.	2087.	2088.	2089.	2090.	2091.	2092.	2093.	2094.	2095.	2096.	2097.	2098.	2099.	2100.	2101.	2102.	2103.	2104.	2105.	2106.	2107.	2108.	2109.	2110.	2111.	2112.	2113.	2114.	2115.	2116.	2117.	2118.	2119.	2120.	2121.	2122.	2123.	2124.	2125.	2126.	2127.	2128.	2129.	2130.	2131.	2132.	2133.	2134.	2135.	2136.	2137.	2138.	2139.	2140.	2141.	2142.	2143.	2144.	2145.	2146.	2147.	2148.	2149.	2150.	2151.	2152.	2153.	2154.	2155.	2156.	2157.	2158.	2159.	2160.	2161.	2162.	2163.	2164.	2165.	2166.	2167.	2168.	2169.	2170.	2171.	2172.	2173.	2174.	2175.	2176.	2177.	2178.	2179.	2180.	2181.	2182.	2183.	2184.	2185.	2186.	2187.	2188.	2189.	2190.	2191.	2192.	2193.	2194.	2195.	2196.	2197.	2198.	2199.	2200.	2201.	2202.	2203.	2204.	2205.	2206.	2207.	2208.	2209.	2210.	2211.	2212.	2213.	2214.	2215.	2216.	2217.	2218.	2219.	2220.	2221.	2222.	2223.	2224.	2225.	2226.	2227.	2228.	2229.	2230.	2231.	2232.	2233.	2234.	2235.	2236.	2237.	2238.	2239.	2240.	2241.	2242.	2243.	2244.	2245.	2246.	2247.	2248.	2249.	2250.	2251.	2252.	2253.	2254.	2255.	2256.	2257.	2258.	2259.	2260.	2261.	2262.	2263.	2264.	2265.	2266.	2267.	2268.	2269.	2270.	2271.	2272.	2273.	2274.	2275.	2276.	2277.	2278.	2279.	2280.	2281.	2282.	2283.	2284.	2285.	2286.	2287.	2288.	2289.	2290.	2291.	2292.	2293.	2294.	2295.	2296.	2297.	2298.	2299.	2300.	2301.	2302.	2303.	2304.	2305.	2306.	2307.	2308.	2309.	2310.	2311.	2312.	2313.	2314.	2315.	2316.	2317.	2318.	2319.	2320.	2321.	2322.	2323.	2324.	2325.	2326.	2327.	2328.	2329.	2330.	2331.	2332.	2333.	2334.	2335.	2336.	2337.	2338.	2339.	2340.	2341.	2342.	2343.	2344.	2345.	2346.	2347.	2348.	2349.	2350.	2351.	2352.	2353.	2354.	2355.	2356.	2357.	2358.	2359.	2360.	2361.	2362.	2363.	2364.	2365.	2366.	2367.	2368.	2369.	2370.	2371.	2372.	2373.	2374.	2375.	2376.	2377.	2378.	2379.	2380.	2381.	2382.	2383.	2384.	2385.	2386.	2387.	2388.	2389.	2390.	2391.	2392.	2393.	2394.	2395.	2396.	2397.	2398.	2399.	2400.	2401.	2402.	2403.	2404.	2405.	2406.	2407.	2408.	2409.	2410.	2411.	2412.	2413.	2414.	2415.	2416.	2417.	2418.	2419.	2420.	2421.	2422.	2423.	2424.	2425.	2426.	2427.	2428.	2429.	2430.	2431.	2432.	2433.	2434.	2435.	2436.	2437.	2438.	2439.	2440.	2441.	2442.	2443.	2444.	2445.	2446.	2447.	2448.	2449.	2450.	2451.	2452.	2453.	2454.	2455.	2456.	2457.	2458.	2459.	2460.	2461.	2462.	2463.	2464.	2465.	2466.	2467.	2468.	2469.	2470.	2471.	2472.	2473.	2474.	2475.	2476.	2477.	2478.	2479.	2480.	2481.	2482.	2483.	2484.	2485.	2486.	2487.	2488.	2489.	2490.	2491.	2492.	2493.	2494.	2495.	2496.	2497.	2498.	2499.	2500.	2501.	2502.	2503.	2504.	2505.	2506.	2507.	2508.	2509.	2510.	2511.	2512.	2513.	2514.	2515.	2516.	2517.	2518.	2519.	2520.	2521.	2522.	2523.	2524.	2525.	2526.	2527.	2528.	2529.	2530.	2531.	2532.	2533.	2534.	2535.	2536.	2537.	2538.	2539.	2540.	2541.	2542.	2543.	2544.	2545.	2546.	2547.	2548.	2549.	2550.	2551.	2552.	2553.	2554.	2555.	2556.	2557.	2558.	2559.	2560.	2561.	2562.	2563.	2564.	2565.	2566.	2567.	2568.	2569.	2570.	2571.	2572.	2573.	2574.	2575.	2576.	2577.	2578.	2579.	2580.	2581.	2582.	2583.	2584.	2585.	2586.	2587.	2588.	2589.	2590.	2591.	2592.	2593.	2594.	2595.	2596.	2597.	2598.	2599.	2600.	2601.	2602.	2603.	2604.	2605.	2606.	2607.	2608.	2609.	2610.	2611.	2612.	2613.	2614.	2615.	2616.	2617.	2618.	2619.	2620.	2621.	2622.	2623.	2624.	2625.	2626.	2627.	2628.	2629.	2630.	2631.	2632.	2633.	2634.	2635.	2636.	2637.	2638.	2639.	2640.	2641.	2642.	2643.	2644.	2645.	2646.	2647.	2648.	2649.	2650.	2651.	2652.	2653.	2654.	2655.	2656.	2657.	2658.	2659.	2660.	2661.	2662.	2663.	2664.	2665.	2666.	2667.	2668.	2669.	2670.	2671.	2672.	2673.	2674.	2675.	2676.	2677.	2678.	2679.	2680.	2681.	2682.	2683.	2684.	2685.	2686.	2687.	2688.	2689.	2690.	2691.	2692.	2693.	2694.	2695.	2696.	2697.	2698.	2699.	2700.	2701.	2702.	2703.	2704.	2705.	2706.	2707.	2708.	2709.	2710.	2711.	2712.	2713.	2714.	2715.	2716.	2717.	2718.	2719.	2720.	2721.	2722.	2723.	2724.	2725.	2726.	2727.	2728.	2729.	2730.	2731.	2732.	2733.	2734.	2735.	2736.	2737.	2738.	2739.	2740.	2741.	2742.	2743.	2744.	2745.	2746.	2747.	2748.	2749.	2750.	2751.	2752.	2753.	2754.	2755.	2756.	2757.	2758.	2759.	2760.	2761.	2762.	2763.	2764.	2765.	2766.	2767.	2768.	2769.	2770.	2771.	2772.	2773.	2774.	2775.	2776.	2777.	2778.	2779.	2780.	2781.	2782.	2783.	2784.	2785.	2786.	2787.	2788.	2789.	2790.	2791.	2792.	2793.	2794.	2795.	2796.	2797.	2798.	2799.	2800.	2801.	2802.	2803.	2804.	2805.	2806.	2807.	2808.	2809.	2810.	2811.	2812.	2813.	2814.	2815.	2816.	2817.	2818.	2819.	2820.	2821.	2822.	2823.	2824.	2825.	2826.	2827.	2828.	2829.	2830.	2831.	2832.	2833.	2834.	2835.	2836.	2837.	2838.	2839.	2840.	2841.	2842.	2843.	2844.	2845.	2846.	2847.	2848.	2849.	2850.	2851.	2852.	2853.	2854.	2855.	2856.	2857.	2858.	2859.	2860.	2861.	2862.	2863.	2864.	2865.	2866.	2867.	2868.	2869.	2870.	2871.	2872.	2873.	2874.	2875.	2876.	2877.	2878.	2879.	2880.	2881.	2882.	2883.	2884.	2885.	2886.	2887.	2888.	2889.	2890.	2891.	2892.	2893.	2894.	2895.	2896.	2897.	2898.	2899.	2900.	2901.	2902.	2903.	2904.	2905.	2906.	2907.	2908.	2909.	2910.	2911.	2912.	2913.	2914.	2915.	2916.	2917.	2918.	2919.	2920.	2921.	2922.	2923.	2924.	2925.	2926.	2927.	2928.	2929.	2930.	2931.	2932.	2933.	2934.	2935.	2936.	2937.	2938.	2939.	2940.	2941.	2942.	2943.	2944.	2945.	2946.	2947.	2948.	2949.	2950.	2951.	2952.	2953.	2954.	2955.	2956.	2957.	2958.	2959.	2960.	2961.	2962.	2963.	2964.	2965.	2966.	2967.	2968.	2969.	2970.	2971.	2972.	2973.	2974.	2975.	2976.	2977.	2978.	2979.	2980.	2981.	2982.	2983.	2984.	2985.	2986.	2987.	2988.	2989.	2990.	2991.	2992.	2993.	2994.	2995.	2996.	2997.	2998.	2999.	3000.
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No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
IOWA—continued.											
Northwood.....	3	\$2,917.87	\$1,300.00	\$150.00	\$196.48	\$1.20	.....	\$1,647.68	\$1,270.19	56	Presidential, Oct. 1, 1896.
Oakland.....	3	1,534.00	825.00	.....	147.00	.64	.....	1,972.64	1,561.36	63	
Odebolt.....	3	8,225.92	1,400.00	.....	277.00	1.28	.....	1,678.28	1,547.64	52	
Oelwein.....	3	3,564.44	1,500.00	50.00	279.00	4.16	.....	1,833.16	1,731.28	51	
Ogden.....	3	2,160.15	1,200.00	50.00	223.00	1.28	.....	1,474.28	1,685.87	68	
Onawa.....	3	3,362.79	1,500.00	120.00	242.00	7.60	.....	1,869.60	1,393.19	57	
Orange City.....	3	3,407.15	1,400.00	30.00	232.00	1.92	.....	1,663.92	1,743.23	49	
Osage.....	3	5,935.52	1,800.00	150.00	258.75	8.84	.....	2,212.59	3,722.93	37	
Oscawola.....	3	6,418.63	1,600.00	200.00	256.00	5.76	.....	2,061.76	2,356.87	47	
Ottumwa.....	2	16,944.58	2,500.00	2,524.00	675.00	81.24	84,838.88	10,119.12	6,826.46	60	
Panora.....	2	32,701.78	2,800.00	4,850.00	214.25	94.77	7,296.41	15,236.43	17,445.35	44	In Government building.
Parkersburg.....	3	2,437.67	1,200.00	.....	168.00	1.63	.....	1,369.63	1,067.99	56	
Pella.....	3	2,317.74	1,200.00	.....	232.99	1.36	.....	1,434.35	883.39	62	
Perry.....	3	6,428.71	1,800.00	25.00	331.00	2.03	.....	1,958.08	2,470.63	44	
Pomeroy.....	3	3,368.31	1,000.00	.....	360.00	7.12	.....	2,167.12	4,267.19	84	
Postville.....	3	1,991.23	1,000.00	.....	161.25	.56	.....	1,161.81	829.42	58	
Prairie City.....	3	2,177.99	1,100.00	133.24	196.00	2.08	.....	1,431.32	746.67	66	
Pringhar.....	3	2,046.26	1,000.00	.....	182.85	2.40	.....	1,135.25	911.01	55	
Red Oak.....	3	2,560.12	1,100.00	.....	194.85	1.28	.....	1,296.13	1,263.99	51	
Reinbeck.....	2	12,270.89	2,400.00	1,700.00	650.00	10.48	.....	4,660.48	7,610.41	38	
Rockford.....	3	2,345.44	1,200.00	.....	175.75	1.36	.....	1,377.11	1,968.33	59	
Rock Rapids.....	3	2,402.91	1,100.00	200.00	195.00	1.04	.....	1,296.04	1,106.87	54	
Rock Valley.....	3	4,334.59	1,600.00	.....	284.00	3.36	.....	2,087.36	2,247.23	48	
Rockwell City.....	3	2,290.61	1,200.00	.....	166.00	.88	.....	1,366.88	923.73	60	
Rolfe.....	3	2,709.74	1,300.00	49.70	130.00	.96	.....	1,480.96	1,229.08	55	
Ruthven.....	3	2,897.52	1,300.00	.....	134.41	1.28	.....	1,435.69	1,451.83	50	
Sac City.....	3	2,191.24	1,100.00	100.00	144.32	.72	.....	1,385.04	806.20	63	
Sanborn.....	3	3,932.59	1,500.00	75.00	297.52	2.08	.....	1,874.60	2,107.99	47	
Saranac.....	3	2,616.89	1,200.00	50.00	223.00	2.24	.....	1,475.24	1,141.65	56	
Seranton.....	3	2,068.45	1,100.00	.....	161.50	.72	.....	1,262.22	806.23	61	
Seymour.....	3	2,507.35	1,100.00	.....	188.90	2.08	.....	1,290.98	1,216.37	51	
Sheldon.....	3	6,792.77	1,800.00	50.00	343.00	7.36	.....	2,200.36	4,539.41	33	
Shenandoah.....	3	6,928.79	1,900.00	.....	420.00	6.64	.....	2,328.64	4,600.15	24	
Sibley.....	3	3,783.10	1,800.00	.....	214.00	2.08	.....	1,718.08	2,067.02	45	
Sioux City.....	3	2,456.84	1,200.00	.....	197.00	1.52	.....	1,568.51	1,857.83	65	
Sioux Rapids.....	3	3,650.48	1,500.00	199.99	194.00	8.44	20,806.06	40,481.74	1,753.04	52	
Spencer.....	3	79,998.79	3,300.00	200.00	184.00	1.12	.....	1,538.62	877.62	63	
Spencer.....	3	2,416.24	1,200.00	13,600.00	166.00	5.20	.....	2,640.16	8,962.87	40	
Spirit Lake.....	3	6,602.53	1,800.00	450.00	384.96	1.78	.....	1,661.76	1,070.62	50	
State Center.....	3	2,332.38	1,400.00	50.00	210.00	1.52	1,253.11	1,099.77	64	
State Center.....	3	1,952.98	1,000.00	129.89	121.70	

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Storm Lake.....	3	4,905.30	1,600.00	30.00	356.00	6.48	1,992.48	2,612.72	43
Story City.....	3	1,092.95	1,100.00	30.00	195.91	3.70	1,263.31	2,406.64	76
Stuart.....	3	4,230.19	1,600.00	133.24	298.00	1.92	.....	2,033.00	2,197.19	44
Sumner.....	3	2,197.04	1,200.00	120.00	198.00	1.92	.....	1,018.82	877.12	69
Sutherland.....	3	945.97	500.00	33.24	63.35	1.20	.....	1,022.39	1,343.16	64
Tabor.....	3	2,543.99	1,200.00	111.65	168.00	6.12	.....	1,060.85	1,888.07	52
Tama.....	3	3,897.19	1,500.00	250.00	234.00	2.96	.....	2,011.09	2,261.47	48
Tipton.....	3	4,372.15	1,600.00	250.72	338.00	4.0	.....	2,022.16	3,513.62	37
Toledo.....	3	5,515.78	1,700.00	40.00	334.00	1.52	.....	2,798.52	1,682.18	52
Traer.....	3	3,457.65	1,500.00	150.00	232.00	2.98	.....	2,093.68	2,290.01	47
Villisca.....	3	4,255.69	1,600.00	1,200.00	197.00	7.28	.....	3,741.23	2,953.62	58
Vinton.....	3	6,412.90	2,000.00	1,200.00	137.24	1.88	.....	1,878.53	1,773.81	53
Wahpet.....	3	2,632.74	1,200.00	131.56	137.24	1.52	.....	1,870.52	1,119.02	57
Wapello.....	3	2,389.34	2,000.00	1,100.00	170.00	1.55	.....	1,877.53	4,487.94	45
Washington.....	2	3,165.49	2,000.00	1,100.00	1,180.00	55.90	.....	1,931.30	11,863.28	49
Waterville.....	2	22,994.64	2,500.00	3,200.00	1,180.00	4,325.76	.....	2,031.20	1,627.80	54
Waukon.....	3	2,933.20	1,500.00	300.00	334.00	2.90	.....	2,735.59	1,627.92	50
Waverly.....	3	6,102.74	2,500.00	300.00	334.00	17.52	.....	2,777.52	6,267.63	38
Webster City.....	2	10,031.13	2,500.00	300.00	334.00	2.72	.....	1,054.72	1,693.84	50
West Liberty.....	3	2,433.19	1,500.00	200.00	234.00	2.40	.....	2,193.18	2,453.00	47
West Union.....	3	2,450.63	1,500.00	200.72	188.00	.....	.....	1,869.51	1,585.17	54
Wheat-Heer.....	3	2,474.68	1,500.00	171.51	188.00	48	.....	1,840.48	893.11	50
Williamsburg.....	3	1,476.58	1,200.00	73.00	198.00	2.52	.....	1,473.72	978.34	60
Wilton Junction.....	3	2,452.00	1,700.00	400.00	298.00	2.72	.....	2,400.56	8,162.35	43
Winteret.....	3	2,883.93	1,300.00	.....	230.00	2.72	.....	1,532.72	1,347.51	53
Woodbine.....	3	2,880.22	1,300.00	.....	230.00	.....	.....	.....	.....	.....
Total.....		1,611,021.91	330,975.00	169,854.51	62,164.29	5,018.07

Presidential, Jan. 1, 1897.

Presidential, Oct. 1, 1896.

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No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
KANSAS—continued.											
Clifton.....	3	\$2,235.48	\$1,100.00	.....	\$140.00	\$1.20	.....	\$1,241.20	\$994.28	56	
Clyde.....	3	2,422.05	1,100.00	.....	230.00	13.96	.....	1,530.96	891.09	63	
Coffeyville.....	3	8,307.63	1,930.00	300.00	276.00	13.04	.....	2,489.04	5,718.59	30	
Columbus.....	3	5,478.19	1,700.00	359.78	48.74	7.60	.....	2,114.12	3,364.07	39	
Concordia.....	3	6,237.57	1,800.00	400.00	304.00	8.64	.....	2,508.64	3,728.93	40	
Cottonwood Falls.....	3	2,096.28	1,000.00	50.00	174.00	5.84	.....	1,236.40	859.88	59	
Cottonwood Grove.....	3	4,180.38	1,500.00	300.00	196.00	5.84	.....	2,004.84	2,175.52	48	
Dodge City.....	3	3,408.15	1,500.00	427.94	284.00	2.16	.....	2,238.74	1,169.41	65	
Dowans.....	3	2,579.58	1,100.00	150.00	186.00	2.16	.....	1,418.16	1,161.42	56	
Ellis.....	3	5,870.69	1,800.00	500.00	60.00	10.56	.....	2,370.56	3,500.13	40	
Ellis.....	3	1,924.23	1,100.00	83.24	196.00	7.72	.....	1,379.96	544.26	72	
Ellsworth.....	3	3,534.45	1,400.00	193.14	257.00	1.76	.....	1,844.90	1,689.55	52	
Emporia.....	3	17,979.80	2,500.00	2,533.13	637.53	86.96	\$5,585.29	11,342.91	6,636.89	63	
Erie.....	3	2,182.50	1,100.00	99.49	171.27	2.40	.....	1,373.56	808.94	63	
Eureka.....	3	5,050.08	1,700.00	400.00	358.00	4.48	.....	2,462.48	2,587.58	49	
Florence.....	3	2,313.86	1,100.00	250.00	186.00	3.68	.....	1,549.68	764.18	67	
Fort Leavenworth.....	3	2,010.67	1,200.00	200.00	.....	6.00	.....	1,406.00	1,204.67	54	In Government building.
Fort Riley.....	3	1,036.78	500.00	.....	12.00	1.92	.....	513.92	522.86	50	Presidential, Jan. 1, 1897.
Fort Scott.....	3	16,771.89	2,500.00	2,800.00	.....	51.29	5,270.91	10,622.11	6,148.78	63	In Government building.
Frankfort.....	3	2,905.01	1,300.00	.....	234.00	2.72	.....	1,536.72	1,368.29	62	
Fredonia.....	3	8,837.64	1,500.00	300.00	182.12	3.92	.....	1,986.04	1,851.60	53	
Galena.....	3	6,790.12	1,700.00	.....	258.00	2.72	.....	1,972.16	4,817.96	29	
Garden City.....	3	8,659.36	1,600.00	80.00	240.00	2.72	.....	1,922.72	1,736.54	53	
Garnett.....	3	4,926.20	1,700.00	358.00	358.00	7.12	.....	2,315.12	2,511.08	48	
Girard.....	3	4,885.16	1,600.00	256.43	305.00	8.72	.....	2,170.15	2,715.01	44	
Goodland.....	3	1,955.47	1,200.00	250.00	204.00	6.64	.....	2,075.72	300.83	85	
Goodland.....	3	4,052.01	1,600.00	233.24	236.00	6.48	.....	2,075.72	2,576.29	45	
Halstead.....	3	1,968.13	1,000.00	.....	184.00	1.04	.....	1,135.04	851.09	67	
Harper.....	3	2,822.33	1,200.00	40.00	176.60	3.12	.....	1,419.72	1,402.61	50	
Hays.....	3	2,436.68	1,200.00	150.00	170.00	1.12	.....	1,021.12	1,415.56	67	
Herington.....	3	3,171.47	1,400.00	50.00	252.00	3.60	.....	1,705.60	1,465.87	54	
Hilawatha.....	3	7,999.41	2,000.00	900.00	64.52	23.53	.....	2,988.05	5,011.36	37	
Holton.....	3	6,205.54	1,800.00	250.00	380.00	8.72	.....	2,418.72	3,786.82	39	
Horton.....	3	4,649.17	1,700.00	169.83	215.00	6.48	.....	2,111.31	2,537.86	45	
Howard.....	3	2,129.76	1,400.00	129.89	225.00	2.00	.....	1,756.89	1,372.87	65	
Humboldt.....	3	2,700.00	2,000.00	200.00	183.00	2.72	.....	1,797.72	902.28	64	
Hutchinson.....	3	17,238.25	2,500.00	2,700.00	700.00	143.32	5,085.02	11,128.34	6,209.91	64	
Independence.....	3	6,781.17	1,500.00	240.73	414.00	12.40	.....	2,576.13	4,205.04	38	
Iola.....	3	4,081.23	1,800.00	216.48	215.00	6.00	.....	1,837.48	2,243.74	48	
Jewell.....	3	1,705.60	1,000.00	50.00	174.00	1,224.40	481.20	72	
Junction City.....	3	7,199.28	1,900.00	300.00	380.00	18.84	2,573.84	4,625.42	36	

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No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
KANSAS—continued.											
Topeka.....	1	\$104,386.45	\$3,800.00	\$16,090.81	\$250.00	\$445.51	\$18,344.93	\$38,451.28	\$65,935.17	37	In Government building.
Troy.....	3	2,288.80	1,100.00	.....	130.32	3.04	.....	1,213.36	1,075.44	54
Valley Falls.....	3	2,502.87	1,200.00	200.00	217.20	2.24	.....	1,619.44	883.43	65
Wakeney.....	3	1,663.60	1,000.00	265.56	174.00	32	.....	1,439.88	223.72	87
Wamego.....	3	2,792.39	1,300.00	250.00	200.00	2.40	.....	1,039.99	1,752.40	63
Washington.....	3	3,622.45	1,500.00	60.00	214.85	3.92	.....	1,778.77	1,843.68	49
Weir.....	3	3,956.46	1,600.00	.....	211.60	4.64	.....	1,816.24	2,140.22	46
Wellington.....	3	6,938.10	1,900.00	300.00	241.45	11.12	.....	2,452.57	4,485.53	35
Wellington.....	1	41,936.31	3,000.00	9,300.00	186.00	456.53	13,107.57	26,864.10	16,072.21	62	
Wilson.....	3	2,427.89	1,100.00	1,800.00	80.00	32.03	.....	1,259.64	1,168.25	52
Winfield.....	2	12,992.20	2,300.00	.....	225.00	2.72	3,531.89	8,403.92	4,528.28	65
Yates Center.....	3	2,938.07	1,800.00	216.48	.....	.....	.....	1,744.20	1,193.87	59
Total.....	.....	824,681.65	193,150.00	91,015.42	31,445.00	2,768.71	110,236.95	428,606.08	896,075.57	52
KENTUCKY.											
Ashland.....	3	6,995.22	1,900.00	250.00	410.00	20.56	2,580.56	4,414.66	37	Presidential, Jan. 1, 1897.
Augusta.....	3	2,408.42	1,300.00	150.00	142.00	6.40	.....	1,588.40	810.02	61
Bardonia.....	3	2,693.53	1,200.00	40.00	130.70	2.96	.....	1,373.66	1,309.87	51
Bowling Green.....	2	11,504.76	2,200.00	1,700.00	720.00	47.90	3,504.04	8,172.00	3,332.76	73	
Campbelltown.....	3	858.29	500.00	75.00	62.00	.....	.....	627.00	231.29	71
Carrollton.....	3	2,731.72	1,300.00	200.00	109.00	5.02	.....	1,704.92	1,026.80	62
Cattlettsburg.....	3	4,016.46	1,600.00	200.00	224.00	6.48	.....	2,062.52	1,953.94	51
Clinton.....	3	2,282.10	1,100.00	150.00	146.85	3.04	.....	1,249.89	1,032.21	55
Cloverport.....	3	2,118.68	1,100.00	240.00	98.00	2.34	.....	1,440.24	678.44	68
Covington.....	3	27,275.89	2,800.00	5,908.34	297.50	395.73	12,223.37	21,326.44	5,949.45	78	
Cynthiana.....	3	6,291.86	1,700.00	800.00	500.00	13.04	.....	2,310.54	2,981.32	44
Danville.....	2	9,053.57	2,000.00	1,007.65	184.20	30.20	.....	3,537.85	5,515.72	39
Elizabethtown.....	2	3,668.79	1,400.00	200.00	184.20	11.12	.....	1,785.41	1,871.38	49
Emmence.....	3	2,150.83	1,100.00	100.00	131.95	2.86	.....	1,334.81	816.00	62
Flemingsburg.....	3	2,862.00	1,300.00	50.00	182.00	5.12	.....	1,507.12	1,354.88	53
Frankfort.....	2	2,237.47	1,200.00	2,600.00	129.10	5.68	.....	1,634.78	702.69	69
Franklin.....	2	14,040.48	2,500.00	2,600.00	252.00	121.19	4,135.74	9,356.93	4,692.55	67	
Fulton.....	3	3,428.24	1,400.00	200.00	280.00	8.00	.....	1,800.00	1,608.24	54
Georgetown.....	3	3,970.52	1,500.00	150.00	280.00	8.56	.....	1,938.56	2,031.96	49
Glasgow.....	3	6,211.59	1,800.00	800.00	310.00	23.60	.....	2,437.62	3,777.99	39
Greenville.....	3	3,423.54	1,400.00	400.00	220.50	7.12	.....	2,037.62	1,385.92	60
Harrodsburg.....	3	1,906.88	1,000.00	60.00	140.00	2.96	1,202.96	783.92	60	
Harrodsburg.....	3	5,063.93	1,600.00	850.00	356.96	14.56	2,320.52	2,743.41	46	

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No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent light and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
LOUISIANA—continued.											
Mansfield.....	3	9,854.77	6,500.00	\$75.00	\$75.00	\$1.28	.....	9,852.28	\$302.49	68	Presidential, Jan. 1, 1897.
Monroe City.....	2	8,531.01	2,000.00	1,000.00	1,000.00	27.04	.....	8,027.04	5,823.97	34	In Government building.
Mer Rouge.....	3	9,132.24	1,400.00	.....	146.78	7.69	.....	1,547.46	1,578.15	60	Do.
New Orleans.....	3	6,779.06	1,400.00	250.00	132.00	5.69	.....	1,787.69	1,488.47	56	Mail bags, 25 cents.
New Orleans.....	1	3,800.00	1,800.00	800.00	198.00	25.40	.....	2,390.40	1,458.60	34	Do.
Ocean Springs.....	3	415,614.11	3,800.00	84,604.76	3,500.00	4,925.58	\$100,419.83	206,350.15	206,350.98	50	In Government building.
Patterson.....	3	3,917.23	1,500.00	100.00	.....	14.08	.....	614.88	3,302.40	41	Do.
Patterson.....	3	2,906.66	1,400.00	.....	132.25	18.08	.....	1,526.33	1,370.33	53	Do.
Plaquemine.....	3	4,317.81	1,200.00	200.00	310.00	18.48	.....	2,078.48	2,265.28	48	Do.
Ruston.....	3	2,633.36	1,100.00	150.00	161.00	2.08	.....	1,537.48	1,090.38	59	Do.
Saint Francisville.....	3	2,030.43	2,600.00	8,024.00	.....	74.00	4,604.17	10,302.17	14,928.24	71	Do.
Shreveport.....	3	25,230.43	2,600.00	240.00	222.50	12.96	.....	1,975.46	1,828.03	52	Do.
Thibodaux.....	3	3,798.40	1,500.00	.....	.....	.....	.....	.....	.....	.....	Do.
Total.....	.....	542,604.36	39,225.00	94,210.99	6,819.90	5,365.73	117,581.39	263,153.01	279,451.35	48	Do.
MAINE.											
Auburn.....	2	19,595.08	3,500.00	2,772.00	839.51	50.89	6,154.29	12,336.69	7,258.39	63	In Government building.
Augusta.....	1	101,613.31	3,300.00	22,618.88	.....	384.58	7,046.19	33,329.73	68,283.58	32	Do.
Bangor.....	1	53,283.90	3,100.00	8,596.00	.....	396.47	9,833.02	23,025.49	31,258.41	41	Do.
Bar Harbor.....	2	9,590.20	2,100.00	1,550.00	610.29	57.52	.....	4,217.81	5,372.39	44	Mail bags, 50 cents; in Government building.
Bath.....	2	13,241.59	2,400.00	2,474.00	.....	90.45	4,258.93	9,223.88	4,018.21	70	In Government building.
Belfast.....	2	7,938.33	2,000.00	1,400.00	.....	22.00	2,628.77	6,050.77	1,887.56	76	Do.
Bethel.....	2	2,811.54	1,300.00	.....	200.00	4.16	.....	1,504.16	1,307.38	54	Do.
Biddeford.....	2	10,053.93	2,200.00	1,700.00	925.00	51.23	4,127.96	9,004.18	1,049.75	90	Do.
Boothbay Harbor.....	3	2,085.22	1,000.00	200.01	113.40	8.08	.....	1,321.49	763.73	63	Do.
Brewer.....	3	2,294.23	1,100.00	.....	186.00	16.00	.....	1,302.00	992.23	57	Do.
Bridgton.....	3	3,084.63	1,400.00	200.00	178.00	8.24	.....	1,781.24	1,305.39	58	Do.
Brunswick.....	3	9,812.08	2,100.00	1,803.74	600.00	41.89	.....	4,045.63	5,766.45	41	Do.
Bucksport.....	3	3,492.02	1,500.00	300.00	204.00	8.24	.....	2,012.24	1,479.78	56	Do.
Calais.....	3	7,784.91	1,800.00	800.00	410.00	17.28	.....	3,127.28	4,661.63	40	Do.
Canaan.....	3	4,756.90	1,600.00	250.00	825.00	14.80	.....	2,189.80	2,567.10	46	Do.
Cumberland Mills.....	3	2,216.18	1,100.00	250.00	254.00	8.44	.....	2,007.44	1,761.44	63	Do.
Dexter.....	3	3,144.07	1,100.00	400.00	304.00	11.00	.....	1,271.84	1,872.24	57	Do.
Dover.....	3	2,141.05	1,100.00	450.00	140.00	5.44	.....	2,215.44	1,708.47	56	Do.
Eastport.....	3	2,681.46	1,700.00	.....	.....	8.04	.....	2,145.44	2,522.83	58	Do.
Ellsworth.....	3	5,799.39	1,700.00	700.00	.....	19.92	.....	2,158.64	3,640.75	46	Do.
Fairfield.....	3	8,643.56	1,500.00	12.50	254.00	8.49	.....	2,419.92	3,223.64	42	Do.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
MARYLAND—continued.											
Centerville.....	3	\$3,631.72	\$1,500.00	\$200.00	\$300.00	\$8.96	.....	\$3,008.96	\$1,622.76	55	
Chestertown.....	3	4,296.18	1,600.00	100.00	220.02	7.52	.....	1,927.54	2,368.64	45	
Crisfield.....	3	3,317.19	1,400.00	150.00	158.48	5.52	.....	1,714.00	1,603.19	52	
Cumberland.....	3	26,274.58	2,700.00	2,707.61	731.25	225.76	\$4,376.64	10,741.26	15,533.32	41	
Denton.....	3	1,727.67	825.00	112.50	85.80	3.76	.....	1,027.06	700.61	59	Presidential, Oct. 1, 1896.
Easton.....	3	6,863.48	1,800.00	400.00	360.00	16.72	.....	2,576.72	4,286.76	38	
Elkton.....	3	5,608.53	1,700.00	550.00	249.10	49.36	.....	2,548.46	3,060.07	45	
Emmitsburg.....	3	2,268.66	1,000.00	.....	123.00	9.36	.....	1,222.36	1,034.50	54	
Frostburg.....	3	14,937.74	2,400.00	1,763.04	1,000.00	83.84	8,502.92	8,749.80	6,187.94	59	
Hagerstown.....	3	5,217.85	2,600.00	2,891.69	850.00	20.56	.....	2,145.75	3,072.10	41	
Harro de Grace.....	3	20,913.45	1,400.00	150.00	144.45	17.84	4,378.06	10,824.02	10,094.43	52	
Laurel.....	3	2,942.37	1,400.00	150.00	174.00	19.84	.....	1,712.29	1,884.86	48	
Lonscombing.....	3	3,475.74	1,400.00	.....	201.00	9.76	.....	1,743.84	1,198.53	59	
Oakland.....	3	3,939.08	1,500.00	160.00	218.85	15.04	.....	1,610.76	1,861.98	46	
Pocomoke City.....	3	3,104.69	1,400.00	40.00	244.41	6.80	.....	1,893.89	2,045.19	48	
Port Deposit.....	3	2,776.85	1,300.00	60.00	200.00	10.16	.....	1,570.16	1,413.48	54	
Princess Anne.....	3	2,644.38	1,200.00	150.00	172.36	10.16	.....	1,529.08	1,206.69	57	
Rising Sun.....	3	2,536.77	1,100.00	65.00	117.10	1.84	.....	1,283.94	1,252.83	51	
Rockville.....	3	3,121.19	1,300.00	250.00	290.00	17.92	.....	1,857.92	1,263.27	60	
Salisbury.....	3	6,594.85	1,800.00	200.00	323.00	14.56	.....	2,342.56	4,252.29	36	
Snowhill.....	3	2,890.53	1,300.00	200.00	174.30	6.24	.....	1,690.54	1,199.99	58	
Westminster.....	3	5,974.66	1,700.00	500.00	858.00	24.08	.....	2,582.08	3,392.58	43	
Total.....		1,059,834.76	47,825.00	198,917.81	11,467.22	12,098.94	229,096.20	599,424.57	460,410.19	57	
MASSACHUSETTS.											
Ablington.....	3	3,452.91	1,500.00	.....	237.00	17.68	.....	1,764.68	1,688.23	51	
Adams.....	3	12,129.29	2,000.00	800.00	1.00	40.63	.....	2,841.63	9,287.66	23	
Amesbury.....	3	11,196.75	2,300.00	1,623.98	775.00	66.93	5,648.73	10,414.64	781.11	93	
Amherst.....	3	12,568.97	2,300.00	1,800.00	650.00	69.06	1,833.08	6,152.14	6,416.78	49	
Andover.....	3	11,966.93	2,300.00	1,500.00	500.00	87.77	.....	4,867.77	7,099.16	39	
Arlington.....	3	9,085.73	1,831.32	1,082.14	376.16	58.88	.....	3,348.50	5,737.23	37	
Ashburnham.....	3	2,022.02	1,100.00	.....	146.25	8.00	.....	1,254.25	7,767.77	62	
Athol.....	3	8,223.28	1,200.00	.....	159.75	17.76	.....	1,377.51	1,845.77	43	
Athol Center.....	3	11,799.42	2,300.00	1,700.00	650.00	42.26	.....	4,692.26	7,107.16	40	
Attleboro.....	3	3,454.36	1,400.00	.....	225.06	9.04	.....	1,634.10	1,820.26	47	
Attleboro Falls.....	3	15,270.12	2,400.00	2,224.00	694.38	143.67	3,498.50	8,960.56	6,309.57	58	
Barre.....	3	7,739.69	1,100.00	.....	184.00	5.04	.....	1,291.04	1,448.65	47	
Anbrudale.....	2	12,841.96	2,300.00	1,400.00	463.16	84.48	.....	4,247.64	8,594.32	33	

Discontinued Apr. 30, 1897.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
MASSACHUSETTS—cont.											
Hopkinton.....	3	\$2,427.91	\$1,200.00	.....	.....	\$10.32	.....	\$1,433.32	\$994.49	59	Mail bags, 40 cents.
Hudson.....	3	7,161.53	1,800.00	.....	390.00	35.36	.....	2,325.32	4,836.17	32	
Hudson.....	3	5,527.27	1,500.00	.....	200.00	27.80	.....	1,790.80	3,736.47	31	
Hudson.....	3	19,131.40	2,500.00	8,176.30	.....	227.76	\$7,383.20	14,287.26	1,844.14	75	
Indian Orchard.....	3	2,832.61	1,300.00	.....	150.00	10.10	.....	1,460.00	1,372.61	51	
Ipswich.....	3	5,227.56	1,700.00	.....	237.98	38.04	.....	1,996.63	3,230.93	37	
Ipswich.....	1	48,063.43	3,100.00	7,185.05	.....	752.68	18,566.70	32,064.43	15,999.00	67	
Leicester.....	3	5,072.67	1,700.00	.....	2,452.80	21.44	.....	2,074.33	3,008.34	37	Presidential, Oct. 1, 1896.
Leicester.....	3	1,434.13	750.00	.....	75.00	8.15	.....	853.16	5,219.51	38	
Lexington.....	3	5,517.92	1,700.00	100.00	257.25	39.68	.....	2,096.93	3,420.99	38	
Lexington.....	3	14,271.95	2,400.00	1,980.44	500.00	70.88	.....	8,476.75	5,795.20	59	
Lowell.....	3	4,481.60	1,600.00	.....	.....	46.32	8,515.63	1,820.32	2,661.28	41	
Lowell.....	3	156,705.37	3,600.00	21,415.00	.....	46.32	.....	67,711.48	88,993.89	43	
Lyons.....	1	113,210.47	3,300.00	13,910.00	2,700.00	1,120.61	41,574.87	50,670.06	62,551.41	45	In Government building.
Malden.....	3	33,963.07	2,700.00	3,914.93	1,193.30	1,184.86	29,594.20	22,919.09	11,073.98	47	
Malden.....	3	4,248.64	1,500.00	80.00	198.90	42.32	.....	1,822.22	2,426.42	67	
Mansfield.....	3	4,794.35	1,600.00	.....	210.00	19.68	.....	1,820.68	2,973.67	38	
Mansfield.....	3	10,273.13	2,200.00	1,500.00	220.00	113.44	.....	4,033.44	6,239.69	39	
Marblehead.....	3	16,651.30	2,400.00	2,100.00	255.48	118.09	.....	1,315.97	5,334.33	68	
Maynard.....	3	2,831.83	1,300.00	.....	230.81	10.48	6,148.88	1,555.94	1,275.89	55	
Medford.....	3	3,124.59	2,500.00	1,972.00	380.21	13.60	.....	1,534.51	1,594.08	49	
Medford.....	3	18,187.16	2,700.00	.....	176.36	176.36	5,782.74	10,820.31	7,366.85	40	
Medway.....	3	2,071.94	1,000.00	.....	135.14	9.28	.....	1,144.42	827.82	55	
Melrose.....	3	19,807.19	2,700.00	2,666.00	735.16	231.75	5,268.81	11,679.72	8,127.47	59	
Melrose Highlands.....	3	4,474.44	1,800.00	.....	254.00	41.28	.....	2,065.28	2,379.16	47	
Merrimac.....	3	2,587.50	1,300.00	.....	228.00	9.76	.....	1,537.76	1,049.74	59	
Methuen.....	3	4,078.77	1,600.00	.....	116.32	23.28	.....	1,789.60	2,289.17	43	
Middleboro.....	3	16,950.80	2,400.00	1,900.00	500.00	49.92	2,835.18	7,485.00	9,465.80	44	
Milford.....	3	12,872.84	2,400.00	1,700.00	900.00	79.67	4,517.38	9,627.05	3,245.79	74	
Milbury.....	3	3,791.57	1,600.00	200.00	236.00	23.52	.....	2,059.52	1,732.05	54	
Milton.....	3	7,344.28	1,900.00	.....	300.00	51.52	.....	2,251.52	5,142.76	30	
Milton.....	3	3,146.90	1,200.00	.....	163.89	6.64	.....	1,370.53	1,778.37	44	
Monkton.....	3	4,379.34	1,600.00	.....	304.50	20.68	.....	1,924.58	2,454.76	44	
Nantucket.....	3	6,915.77	1,000.00	150.00	280.00	29.68	.....	2,239.68	4,676.09	32	
Natick.....	3	11,276.13	2,300.00	1,700.00	851.25	16.32	3,518.40	8,370.64	2,905.49	74	
Needham.....	3	2,665.78	1,300.00	.....	163.80	83	.....	1,480.12	1,185.66	56	
New Bedford.....	1	66,133.53	3,200.00	10,198.91	1,113.57	852.12	25,808.00	40,059.03	26,084.50	61	
Newburyport.....	1	22,786.24	2,600.00	3,324.00	166.41	166.41	7,836.02	15,042.00	7,744.24	66	
Newton.....	3	13,791.14	2,400.00	1,800.00	900.00	176.08	6,027.87	11,801.45	2,487.69	82	
Newton Center.....	3	11,236.78	2,200.00	1,400.00	500.00	112.06	.....	2,172.96	7,063.82	37	
Newton Highlands.....	3	7,761.66	1,800.00	.....	330.08	42.10	.....	2,172.24	5,589.42	28	Do.

Newton Upper Falls.....	5,935.59	1,700.00	313.00	19.04	2,052.04	8,988.55	35
Newtownville.....	14,909.79	2,400.00	650.00	121.30	4,971.20	9,938.59	33
North Abington.....	3,134.53	1,400.00	232.00	17.52	1,693.52	4,828.05	53
North Adams.....	28,429.74	2,700.00	1,000.00	281.19	14,775.82	13,653.92	52
Northampton.....	26,993.18	2,700.00	850.00	291.65	14,366.39	12,616.79	53
North Andover Depot.....	2,315.97	1,000.00	137.25	21.70	1,159.01	1,056.96	52
North Attleboro.....	2,904.22	2,200.00	650.00	68.22	4,343.22	5,592.00	44
Northboro.....	3,198.24	1,000.00	117.75	15.76	1,193.51	4,391.75	36
North Brookfield.....	7,917.96	1,500.00	220.00	24.68	2,144.88	6,773.08	27
North Easton.....	4,280.76	1,500.00	128.87	24.24	1,651.21	5,932.55	39
Northwood.....	9,730.10	2,100.00	810.00	39.04	3,091.04	6,639.06	38
Orange.....	9,616.77	2,100.00	500.00	31.52	3,631.22	6,985.55	38
Palmer.....	7,675.05	1,800.00	288.33	38.40	2,526.73	6,148.32	33
Peachy.....	12,890.66	2,400.00	1,684.78	73.21	4,626.78	9,358.98	67
Pittsfield.....	87,996.70	2,900.00	1,874.96	371.33	9,014.10	19,160.39	51
Plymouth.....	13,167.24	2,400.00	675.00	92.96	3,320.09	16,746.31	64
Provincetown.....	4,421.18	1,000.00	277.50	15.28	1,692.78	5,262.40	43
Quincy.....	21,742.51	2,900.00	1,000.00	230.76	8,492.43	6,095.33	69
Randolph.....	3,235.29	1,400.00	277.00	26.48	1,703.48	4,938.77	53
Reading.....	7,933.07	1,000.00	200.00	57.04	2,157.04	5,776.03	27
Rockland.....	6,846.11	1,900.00	410.00	86.88	2,446.88	4,399.23	36
Rockport.....	2,890.77	1,400.00	210.00	17.04	1,627.04	4,517.81	53
Salem.....	47,375.36	3,100.00	2,553.26	708.42	14,328.97	18,703.36	61
Sandwich.....	2,184.85	1,300.00	210.00	11.44	1,531.44	3,716.29	54
Sharon.....	2,514.39	1,000.00	115.00	18.72	1,218.72	3,733.11	46
Shelburne Falls.....	4,870.20	1,000.00	231.00	15.28	2,048.96	6,919.16	30
South Ashburnham.....	1,117.87	500.00	200.00	15.28	2,048.96	3,166.83	48
South Braintree.....	1,117.87	500.00	200.00	15.28	2,048.96	3,166.83	48

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
MASSACHUSETTS—cont.											
Wellesley	3	\$7,242.27	\$1,900.00	.....	\$340.00	\$32.40	.....	\$2,322.40	\$4,919.87	32	
West Acton	3	2,038.81	1,200.00	.....	160.00	6.96	.....	1,365.96	8,672.85	67	
Westboro	2	11,790.82	2,300.00	\$1,200.00	.....	61.48	.....	3,461.48	8,329.34	29	
West Brookfield	3	2,044.99	1,000.00	.....	90.75	9.28	.....	1,100.03	944.96	54	
Westfield	2	28,918.35	2,700.00	3,500.00	1,100.00	147.58	\$4,384.12	11,831.70	17,084.65	41	
West Gardner	2	6,370.95	1,800.00	.....	290.00	20.40	.....	2,110.40	4,160.55	35	
West Medford	2	8,379.65	2,200.00	1,000.00	383.85	54.48	.....	3,638.33	4,741.32	43	
West Newton	2	11,166.91	2,200.00	1,400.00	500.00	131.00	.....	4,231.00	6,935.91	38	
Weymouth	3	4,218.67	1,500.00	.....	294.00	29.52	.....	1,823.52	2,395.15	43	
Whitinsville	3	3,067.71	1,000.00	.....	258.00	6.04	.....	1,061.04	1,206.67	61	
Whitman	3	4,696.09	1,700.00	.....	229.55	19.92	.....	1,049.47	2,746.62	42	
Williamstown	3	5,444.83	1,800.00	.....	306.00	28.72	.....	1,034.72	3,510.11	36	
Winchendon	3	6,572.60	1,800.00	.....	310.00	84.72	.....	2,144.72	4,427.88	33	
Winchester	2	6,105.94	1,800.00	250.00	209.88	23.04	.....	2,263.02	3,822.92	37	
Woburn	2	9,041.91	2,000.00	1,400.00	800.00	134.56	3,894.53	7,729.09	1,312.82	58	
Wollaston	3	14,566.68	2,400.00	1,900.00	700.00	196.43	6,765.74	11,965.17	2,601.51	82	
Worcester	3	5,581.53	1,900.00	.....	409.98	47.52	.....	2,357.50	3,224.03	42	
	1	206,431.92	3,500.00	82,459.85	3,514.64	3,213.50	53,816.46	96,504.45	169,927.47	47	In Government building
Total	.....	5,186,579.48	835,781.32	799,877.88	105,025.33	62,474.14	1,136,772.80	2,439,930.97	2,746,648.51	47	
MICHIGAN.											
Adrian	2	22,801.61	2,600.00	3,000.00	854.00	186.31	4,585.23	11,225.54	11,576.07	49	
Albion	2	13,224.64	2,400.00	1,900.00	600.00	25.36	2,695.55	7,550.91	5,673.73	57	
Allegan	3	4,715.63	1,800.00	200.00	400.00	6.32	.....	2,406.00	4,309.63	36	
Alma	3	4,355.63	1,800.00	.....	244.77	6.82	.....	1,851.09	2,504.54	43	
Alpena	2	7,797.71	2,800.00	1,300.00	585.00	1.20	8,515.14	7,401.34	396.37	95	
Ann Arbor	2	32,885.53	2,800.00	4,700.00	1,500.00	285.52	10,138.52	19,414.04	12,971.49	60	
Aubable	3	1,434.23	1,000.00	.....	186.25	2.48	.....	1,188.73	245.50	83	
Bad Axe	3	2,710.24	1,200.00	200.00	182.00	1.76	.....	1,583.78	1,126.46	58	
Bangor	3	2,067.20	1,000.00	.....	125.06	2.08	.....	1,128.14	939.06	55	
Battle Creek	3	46,835.07	2,000.00	6,248.32	430.04	2.08	8,298.55	19,464.91	27,370.16	43	
Bay City	2	32,015.20	2,800.00	5,243.00	199.45	3.60	13,554.07	21,796.52	10,218.68	63	
Belding	3	4,903.02	1,700.00	.....	368.00	8.60	.....	2,161.60	2,741.42	44	
Benton Harbor	2	12,892.77	2,800.00	1,299.99	650.00	23.28	2,099.43	6,372.68	6,520.09	51	In Government building.
Bessemer	3	8,403.45	1,800.00	200.00	164.00	3.60	.....	1,857.90	1,545.55	55	
Big Rapids	2	9,628.04	2,100.00	1,400.00	600.00	10.84	.....	4,110.88	5,517.16	43	
Birmingham	3	2,645.21	1,200.00	1,100.00	169.00	3.44	.....	1,472.44	1,172.77	55	
Blissfield	3	2,765.20	1,200.00	50.00	128.00	3.84	.....	1,381.84	1,383.36	50	
Bronson	3	1,939.69	1,000.00	500.10	174.00	1.60	.....	1,325.60	614.09	68	

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1897*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
MICHIGAN—continued.											
Hudson.....	3	\$6,207.64	\$1,800.00	\$273.19	\$410.00	\$7.92	.....	\$2,531.11	\$3,616.43	42	
Imley City.....	3	2,753.62	1,200.00	106.59	198.00	2.56	.....	1,507.15	1,256.47	55	
Iron.....	2	12,059.92	2,400.00	1,900.00	839.25	23.58	\$3,515.01	8,876.84	3,383.08	73	
Iron Mountain.....	2	9,301.80	2,100.00	1,100.00	600.00	10.56	2,624.65	6,435.21	2,866.59	69	
Ironwood.....	2	7,804.48	2,000.00	1,000.00	600.00	19.28	3,488.74	7,118.02	2,686.46	91	
Ironwing.....	2	10,218.37	2,200.00	2,000.00	725.00	.....	5,233.71	10,178.71	38.06	100	
Ithaca.....	3	4,120.91	1,600.00	.....	255.50	4.00	.....	1,859.50	2,261.41	45	
Jackson.....	1	44,816.48	3,000.00	7,016.79	.....	454.36	12,059.13	23,530.38	22,368.20	50	In Government building.
Jonesville.....	3	2,850.11	1,300.00	.....	200.00	2.80	.....	1,502.80	1,347.31	52	
Kalamazoo.....	3	69,458.45	3,200.00	9,370.00	.....	453.83	10,981.51	24,011.34	45,447.11	35	Do.
Kalkaska.....	3	2,349.26	1,100.00	150.00	196.00	1.52	.....	1,447.52	901.74	63	
Lake City.....	3	1,577.88	1,000.00	40.00	104.00	.....	.....	1,144.00	433.88	73	
Lake Linden.....	3	3,198.85	1,400.00	.....	276.00	2.40	.....	1,678.40	1,520.45	52	
Lakewiew.....	3	2,038.97	1,100.00	.....	157.25	.....	.....	1,257.49	781.48	62	Do.
Lausling.....	3	47,623.19	3,100.00	7,800.00	.....	392.93	8,636.53	19,919.46	27,703.70	42	
Lapeer.....	3	5,867.37	1,700.00	30.00	258.00	11.20	.....	1,999.20	3,868.17	35	
Leelle.....	3	2,546.80	1,200.00	20.00	198.00	2.81	.....	1,420.81	1,125.99	53	
Lowell.....	3	8,616.04	1,500.00	120.00	304.00	3.92	.....	1,927.92	1,688.12	53	
Lundington.....	3	8,675.54	2,200.00	1,400.00	480.00	13.92	.....	4,053.92	4,581.62	47	
Mancelona.....	3	2,581.43	1,200.00	1,100.00	223.00	1.36	.....	1,624.36	1,057.07	59	
Manchester.....	3	2,301.75	1,100.00	.....	139.00	1.64	.....	1,240.64	1,060.91	54	
Manistee.....	2	12,504.58	2,300.00	1,800.00	700.00	41.22	5,233.22	10,094.44	2,410.14	81	
Manistiquie.....	3	4,298.12	1,600.00	.....	331.00	2.48	.....	1,973.48	2,324.64	47	
Marcellus.....	3	2,110.44	1,100.00	.....	184.21	8.88	.....	1,265.09	846.35	60	
Marquette.....	3	8,536.15	1,400.00	250.00	277.00	3.84	.....	1,930.84	1,605.31	54	
Marquette.....	3	2,514.51	1,200.00	.....	168.00	8.88	.....	1,368.88	1,145.63	54	
Marquette.....	3	17,991.44	2,500.00	2,500.00	.....	.....	5,263.95	10,263.95	10,807.51	87	In Government building.
Marshall.....	2	16,539.31	2,400.00	1,900.00	609.15	22.35	.....	4,831.50	7,727.49	32	
Mason.....	3	3,727.96	1,500.00	.....	304.00	3.20	.....	1,837.20	1,890.76	49	
Menominee.....	3	2,510.03	1,300.00	.....	200.00	1.20	.....	1,506.20	1,003.82	60	
Menominee.....	2	15,056.34	2,400.00	1,915.88	620.00	18.69	4,377.21	9,331.88	5,724.46	62	
Middleville.....	3	2,411.49	1,100.00	1,100.00	194.00	1.52	.....	1,396.52	1,015.97	58	
Miffland.....	3	3,488.20	1,400.00	150.00	276.00	3.28	.....	1,629.28	1,868.92	52	
Miffland.....	3	1,855.22	1,000.00	80.00	144.00	1.84	.....	1,225.84	629.38	66	
Milford.....	3	2,974.75	1,400.00	.....	169.08	1.76	.....	1,570.84	1,403.91	53	
Monroe.....	2	9,101.73	2,200.00	1,400.00	371.01	47.16	.....	4,018.17	5,083.56	44	
Monroci.....	2	2,488.29	1,200.00	1,000.00	208.00	2.16	.....	1,510.16	978.13	61	
Mount Clemens.....	2	8,985.95	2,000.00	900.00	460.00	64.32	.....	8,424.32	5,561.63	38	
Mount Pleasant.....	2	4,879.53	1,800.00	.....	300.00	6.36	.....	2,506.36	2,373.17	51	
Mount Pleasant.....	2	22,377.56	2,600.00	3,600.00	930.00	127.29	9,236.26	16,502.55	5,875.01	74	
Naahville.....	3	2,476.40	1,200.00	50.00	221.00	2.00	.....	1,473.00	1,003.40	59	

No. 10.—Gross receipts, expenses, and net revenues of Presidential post-offices for the fiscal year ended June 30, 1897.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
MICHIGAN—continued.											
Williamston.....	3	\$2,579.36	\$1,200.00	.....	\$147.99	\$2.72	.....	\$1,350.71	\$1,228.65	52	
Windsor.....	3	3,725.37	1,400.00	.....	266.00	8.32	.....	1,674.32	2,051.25	45	
Yale.....	3	2,292.69	1,100.00	\$150.00	184.00	1.12	.....	1,447.12	846.57	63	
Ypsilanti.....	2	14,353.25	2,400.00	1,900.00	650.00	53.18	\$4,587.60	9,595.78	4,757.47	67	
Total.....		1,990,466.38	277,650.00	256,049.95	57,716.59	9,537.79	384,226.55	985,190.86	905,275.51	50	
MINNESOTA.											
Ada.....	3	2,461.71	1,200.00	150.00	292.80	.....	.....	1,572.80	888.91	64	
Adrian.....	3	2,418.13	1,200.00	30.00	188.00	.....	.....	1,588.58	1,898.55	50	
Albion.....	3	2,058.55	1,200.00	.....	188.00	72	.....	1,586.72	1,471.83	46	
Albert Lea.....	2	11,730.50	1,200.00	1,500.00	550.00	17.37	.....	4,807.57	6,922.93	39	
Amelia.....	3	1,730.00	1,600.00	100.00	225.50	15.12	.....	1,800.52	2,938.48	45	
Ansonia.....	3	4,006.53	1,700.00	130.00	350.99	12.56	.....	2,202.55	2,793.98	41	
Appleton.....	3	2,540.69	1,200.00	.....	170.00	8.84	.....	1,371.84	1,168.85	54	
Austin.....	2	10,492.31	2,200.00	1,600.00	516.00	25.89	.....	4,241.89	5,750.42	43	
Barnesville.....	2	2,296.72	1,000.00	.....	163.89	.....	.....	1,765.81	1,320.91	51	
Benson.....	3	3,376.89	1,400.00	150.00	218.00	2.85	.....	1,770.88	1,606.01	52	
Blue Earth City.....	3	4,345.48	1,600.00	130.00	331.00	4.40	.....	2,082.40	2,263.08	48	
Breckenridge.....	2	7,975.46	2,000.00	900.00	310.00	26.30	.....	3,206.36	4,769.10	41	
Brown Valley.....	3	1,067.34	1,000.00	150.00	164.00	1.84	.....	1,055.51	992.95	67	
Caledonia.....	3	2,224.07	1,100.00	.....	174.00	1.20	.....	1,315.64	847.34	54	
Canby.....	3	2,633.46	1,100.00	76.00	160.00	1.36	.....	1,243.36	1,390.10	55	
Cannon Falls.....	3	2,518.48	1,100.00	.....	125.00	1.28	.....	1,226.28	1,292.20	49	
Chatfield.....	3	2,992.67	1,300.00	.....	250.00	4.40	.....	1,554.40	1,438.27	52	
Cloquet.....	3	3,025.10	1,400.00	.....	277.00	1.84	.....	1,678.84	1,346.25	55	
Crookston.....	2	9,175.88	2,000.00	430.16	383.33	33.33	.....	3,063.40	5,512.39	40	
Detroit City.....	3	3,492.42	1,500.00	200.00	279.00	3.12	.....	1,982.12	1,510.30	57	
Dodge Center.....	3	1,492.53	750.00	112.50	108.05	1.76	.....	973.51	519.22	65	Presidential, Oct. 1, 1896.
Duluth.....	1	81,300.82	3,300.00	13,897.56	.....	591.69	23,018.30	40,807.55	40,592.37	50	In Government building
Ely.....	3	2,963.83	1,300.00	.....	250.00	1.20	.....	1,551.20	1,411.63	52	
Evaleth.....	3	4,422.33	250.00	.....	43.50	.....	.....	283.74	1,128.59	70	
Faribault.....	3	4,817.27	1,700.00	55.00	358.00	2.72	.....	2,145.72	2,671.55	45	
Fergus Falls.....	3	15,011.05	2,400.00	2,000.00	900.00	31.67	2,636.65	7,968.32	7,042.73	53	
Glenn.....	3	10,431.15	2,100.00	1,100.00	393.87	12.68	.....	3,606.85	6,824.30	35	
Gloucester.....	3	8,540.71	1,500.00	30.00	304.00	4.61	.....	1,838.64	1,702.07	52	
Greenwood.....	3	2,647.49	1,100.00	25.00	132.90	8.60	.....	1,281.50	1,365.99	41	
Gracerville.....	3	2,057.70	1,300.00	86.00	140.00	1.28	.....	1,477.28	1,480.42	50	
Grand Rapids.....	3	2,652.85	1,400.00	.....	166.00	8.20	.....	1,569.20	1,083.65	59	
Granite Falls.....	3	3,251.91	1,400.00	100.00	252.00	2.00	.....	1,755.60	1,496.31	54	

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1897*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
MINNESOTA—continued.											
Spring Valley.....	3	\$4,069.12	\$1,500.00	\$200.00	\$225.75	\$3.76	.....	\$1,920.51	\$2,139.61	47	
Staples.....	3	2,770.33	1,200.00	.....	220.22	2.24	.....	1,422.46	1,356.87	51	
Sullivan.....	3	13,953.28	2,400.00	.....	1,000.00	59.27	.....	10,894.26	3,059.02	78	
Tower.....	3	2,397.78	1,100.00	30.00	136.00	1.84	\$5,234.99	1,327.84	1,069.94	55	
Tracy.....	3	3,640.69	1,500.00	400.00	172.00	3.12	.....	2,075.12	1,565.57	57	
Two Harbors.....	3	3,352.44	1,400.00	60.00	196.00	1.62	.....	1,657.52	1,694.92	49	
Virginia.....	3	3,685.02	1,600.00	.....	256.00	2.48	.....	1,858.48	1,826.54	50	
Wadena.....	3	3,829.33	1,500.00	200.00	252.00	6.12	.....	1,957.12	1,872.21	51	
Wabasha.....	3	4,009.14	1,500.00	200.00	234.00	2.72	.....	1,936.72	2,072.42	48	
Warren.....	3	2,183.02	1,300.00	98.65	166.77	2.00	.....	1,568.42	614.60	72	
Waseca.....	3	5,766.20	1,700.00	150.00	308.00	10.40	.....	2,168.40	3,597.80	38	
Waterville.....	3	2,838.01	1,300.00	150.00	167.00	4.08	.....	1,621.08	1,216.93	57	
Wells.....	3	4,130.00	1,500.00	150.00	254.00	4.32	.....	1,888.32	2,241.68	46	
West Duluth.....	3	4,816.17	1,700.00	400.00	353.00	7.60	.....	2,465.60	2,350.57	51	
Wheaton.....	3	1,853.14	900.00	.....	96.00	.48	.....	996.48	896.66	54	Presidential, Oct. 1, 1896.
Willmar.....	3	5,883.25	1,700.00	200.00	286.00	6.88	.....	2,192.88	3,690.37	37	
Windom.....	3	4,343.40	1,500.00	100.00	804.00	3.76	.....	1,907.76	2,435.64	44	
Winnebago City.....	3	3,894.05	1,500.00	198.92	142.75	1.36	.....	1,844.03	2,050.02	48	
Winona.....	2	30,815.75	2,800.00	4,500.00	.....	85.12	8,877.65	16,292.77	14,552.98	53	In Government building.
Worthington.....	2	4,849.23	1,600.00	150.00	331.00	1.70	.....	2,085.80	2,763.43	43	
Zumbrota.....	3	2,652.12	1,200.00	100.00	198.00	4.86	.....	1,498.76	1,152.36	57	
Total.....		1,498,128.32	158,200.00	198,334.66	28,772.26	9,808.13	276,622.87	673,187.92	825,940.40	45	
MISSISSIPPI.											
Aberdeen.....	3	4,891.42	1,600.00	350.00	143.90	12.40	.....	1,962.40	2,929.02	40	In Government building.
Bay St. Louis.....	3	3,018.07	1,300.00	.....	357.45	26.01	.....	1,469.91	1,548.16	49	Mail bags, 25 cents.
Biloxi.....	3	6,241.17	1,700.00	.....	254.00	56.72	.....	2,114.17	4,127.00	34	
Brookhaven.....	3	4,298.22	1,500.00	200.00	298.00	10.08	.....	1,965.60	2,332.62	46	
Canton.....	3	4,936.30	1,600.00	250.00	200.00	16.08	.....	2,152.08	2,784.22	44	
Clarksdale.....	3	3,094.55	1,200.00	200.00	155.70	5.52	.....	1,561.22	1,533.33	50	
Columbus.....	3	8,136.28	1,900.00	500.00	129.00	18.08	.....	2,545.08	5,591.20	31	
Coryville.....	3	4,890.74	1,600.00	300.00	243.00	6.96	.....	1,547.14	2,740.78	44	
Crystal Springs.....	3	3,282.10	1,400.00	10.00	182.90	4.24	.....	1,547.14	1,734.96	47	
Durant.....	3	2,695.69	1,200.00	100.00	141.29	5.60	.....	1,446.89	1,248.80	54	
Ellisville.....	3	2,431.20	1,100.00	800.00	133.00	2.64	.....	1,635.64	895.56	63	
Fairport.....	3	3,174.99	1,100.00	.....	187.95	4.82	2,634.53	1,212.37	932.73	57	
Friarpoint.....	3	11,785.16	2,200.00	1,500.00	890.00	75.35	.....	6,796.87	5,015.29	57	
Greenwood.....	3	4,162.74	1,500.00	96.97	228.00	1.84	.....	1,634.77	2,527.97	44	
Greenville.....	3	4,532.60	1,600.00	249.68	266.22	10.41	.....	2,136.31	2,396.29	43	

Hartleburg.....	3	4,443.89	1,400.00	103.33	164.03	6.88	.....	1,674.23	2,760.36	35
Hazlehurst.....	3	3,119.87	1,400.00	13.19	177.80	5.44	.....	1,583.44	1,583.44	31
Italy Springs.....	3	4,336.66	1,400.00	240.00	300.00	10.86	.....	2,175.70	2,175.70	50
Luks.....	3	1,643.10	1,750.00	90.00	54.00	1.86	.....	895.86	2,747.34	56
Jackson.....	2	19,104.27	2,500.00	2,816.30	.....	132.64	4,042.01	9,510.95	9,593.22	50
Jacksonville.....	3	3,280.12	1,400.00	400.00	185.10	4.71	.....	1,859.21	1,240.61	51
Lexington.....	3	2,402.57	1,100.00	.....	133.35	12.28	.....	1,256.30	1,435.84	52
McComb.....	3	3,736.35	1,400.00	200.00	187.75	12.64	.....	1,384.08	2,135.86	40
Mercon.....	3	3,767.24	1,500.00	.....	650.00	64.08	.....	1,994.69	1,993.61	48
Meridian.....	2	20,371.50	2,600.00	2,989.98	680.00	4.79	3,666.91	3,931.89	10,639.61	43
Mospoint.....	2	17,003.21	1,000.00	2,130.00	823.00	5.12	3,540.20	1,123.12	8,168.09	43
Natchez.....	2	2,636.13	2,400.00	2,300.00	136.06	9.54	.....	1,438.61	1,438.06	52
Oklahoma.....	2	2,791.17	1,200.00	100.00	.....	9.19	.....	1,589.12	1,589.12	43
Oxford.....	3	3,504.12	1,400.00	300.00	230.00	28.54	.....	1,759.40	1,035.31	40
Pace Christian.....	3	2,192.52	1,300.00	40.00	84.00	4.16	.....	1,757.60	2,964.92	43
Port Gibson.....	2	3,112.64	1,300.00	.....	121.15	8.58	.....	1,188.16	1,151.51	58
Roseland.....	3	2,713.19	1,300.00	210.65	100.00	2.72	.....	1,642.94	1,435.66	53
Scranton.....	3	2,074.69	1,400.00	100.00	140.22	4.16	.....	1,653.16	1,950.50	60
Starkville.....	3	2,603.66	1,400.00	300.00	197.50	4.40	.....	1,901.90	1,901.90	64
Summit.....	3	3,162.54	1,400.00	300.00	.....	161.04	6,201.41	12,462.45	13,669.32	48
Tupelo.....	2	26,131.68	2,600.00	3,500.00	237.95	6.00	.....	1,043.95	2,476.21	44
Union.....	2	4,430.16	1,500.00	150.00	.....	4.80	.....	1,879.82	1,532.76	55
Water Valley.....	3	3,412.64	1,500.00	300.00	223.00	4.88	.....	2,131.92	3,051.47	41
Wesson.....	3	3,185.28	1,600.00	300.00	250.00	6.24	.....	2,046.24	2,041.62	49
Westpoint.....	3	4,087.86	1,500.00	250.00	358.00	10.40	.....	2,468.40	4,891.45	33
Wilton.....	3	7,459.83	1,800.00	300.00	.....	.....	.....	.....	.....	.....
Yazoo City.....	3	.....	1,800.00	300.00	.....	.....	.....	.....	.....	.....
Total.....	.....	254,545.23	63,950.00	19,082.11	8,505.10	907.51	20,115.05	112,559.77	121,985.46	48
MISSOURI.										
Adrian.....	3	2,023.14	1,000.00	150.00	170.00	1.20	.....	1,821.20	701.94	65
Albany.....	3	3,917.64	1,500.00	300.00	254.00	5.52	.....	2,059.52	1,858.32	53
Appleton City.....	3	2,800.96	1,400.00	120.00	132.52	1.36	.....	1,633.88	1,140.98	59
Argrove.....	3	2,145.96	1,100.00	150.00	132.00	1.96	.....	1,383.36	762.63	64
Aurora.....	3	3,212.81	1,500.00	120.00	54.00	6.80	.....	1,680.80	1,572.01	52
Bethany.....	3	4,125.81	1,500.00	100.00	247.35	3.52	.....	1,850.87	2,274.84	46
Bevier.....	3	2,111.15	1,100.00	.....	147.80	1.36	.....	1,240.55	861.90	59
Bellvue.....	3	3,068.01	1,400.00	300.00	202.00	4.00	.....	1,906.00	1,162.01	62
Bonnetterre.....	3	2,537.27	1,200.00	.....	80.00	5.20	.....	1,365.20	1,152.07	55
Bonnyville.....	3	6,721.25	1,800.00	80.00	300.00	10.32	.....	2,190.32	4,530.83	33
Bowling Green.....	3	3,662.73	1,500.00	200.00	299.50	4.04	.....	2,004.14	1,658.59	55
Breckinridge.....	3	1,996.11	1,000.00	30.00	151.50	.....	.....	1,181.82	714.20	62
Brookfield.....	3	6,757.66	1,800.00	50.00	340.00	10.88	.....	2,200.88	4,520.78	33
Brunswick.....	3	2,879.05	1,300.00	200.00	195.00	8.84	.....	1,638.84	1,180.21	59
Butler.....	3	6,401.92	1,800.00	250.00	375.91	8.72	.....	2,434.63	3,967.39	38
California.....	3	3,451.25	1,400.00	200.00	120.25	3.46	.....	1,732.71	1,718.54	50
Camden.....	3	5,524.56	1,700.00	200.00	346.99	8.08	.....	2,255.07	3,260.51	41
Canton.....	3	3,986.68	1,500.00	150.00	174.00	4.16	.....	1,828.16	2,138.52	46
Cape Girardeau.....	3	0,043.61	1,700.00	40.00	201.66	5.28	.....	2,040.14	4,003.50	34

Presidential, Oct. 1, 1880.
bags, 50 cents.
In Government building
Mail bags, 25 cents.

In Government building

Do.

Mail bags, 10 cents.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
MISSOURI—continued.											
Carrollton	3	\$7,857.04	\$1,900.00	\$400.00	\$244.00	\$15.92	\$2,659.92	\$4,997.12	35	Presidential Jan. 1, 1897, mail bags, 35 cents.
Cartledge	2	12,917.75	2,400.00	2,216.48	313.35	35.55	\$2,873.88	7,839.26	5,378.49	59	
Cassville	3	1,011.66	500.00	100.00	39.20	1.07	.....	7,640.27	371.80	63
Centerville	3	3,082.57	1,300.00	200.00	68.00	2.48	1,570.48	1,512.09	51	Mail bags, 25 cents.
Charleston	3	3,580.13	1,500.00	.....	174.00	3.68	.....	1,677.68	1,902.45	47
Chillicothe	2	11,752.24	2,300.00	1,581.66	570.00	6.08	2,650.67	7,408.41	4,373.83	63	
Claremont	3	2,026.73	1,000.00	80.00	122.18	1.52	1,203.70	833.03	59	Do.
Clarksville	3	2,070.01	1,300.00	50.00	206.00	2.00	.....	1,558.00	612.01	75
Clinton	2	10,901.15	2,300.00	1,900.00	600.00	94.98	.....	4,704.98	6,196.17	44
Columbia	2	14,183.82	2,400.00	1,999.73	1,000.00	10.99	5,419.73	8,764.10	38	Do.
Deane	2	14,055.06	1,600.00	1,000.00	200.25	17.04	.....	2,017.29	3,147.77	40
Dexter	3	2,390.70	1,100.00	100.00	122.00	4.81	.....	1,305.81	1,084.89	56
Edina	3	2,793.82	1,300.00	120.00	223.72	2.00	1,645.73	1,148.10	59	Do.
Elkader Springs	3	2,061.11	1,200.00	200.00	191.75	2.98	.....	1,504.71	1,468.40	52
Excelsior Springs	3	3,313.60	1,400.00	128.87	180.98	9.76	.....	1,726.42	1,587.18	53
Farmington	3	3,256.82	1,400.00	220.00	147.00	6.96	1,773.06	1,483.76	54	Do.
Fayette	3	4,820.19	1,700.00	100.00	323.00	6.80	.....	2,129.40	2,690.79	44
Fredericktown	3	2,668.03	1,200.00	150.00	114.00	2.56	.....	1,466.56	1,191.47	56
Fulton	3	6,660.60	1,800.00	200.00	348.56	6.08	2,354.64	4,305.96	35	In Government building.
Gallatin	3	4,293.13	1,600.00	350.00	180.00	6.08	.....	2,044.20	2,248.93	49
Glasgow	3	2,896.65	1,400.00	200.00	211.38	5.36	.....	1,816.74	1,079.91	63
Golden City	3	2,574.26	1,200.00	30.00	111.00	1.60	1,342.60	1,231.66	52	Do.
Grant City	3	2,549.65	1,200.00	250.00	174.00	1.12	.....	1,625.12	1,924.53	64
Greenfield	3	2,634.64	1,200.00	200.00	149.28	1.76	.....	1,651.04	1,083.60	59
Hamilton	3	3,416.07	1,400.00	120.00	222.07	4.64	1,746.71	1,669.36	51	In Government building.
Hannibal	2	19,814.89	2,600.00	3,144.71	222.07	63.36	7,039.29	12,847.36	6,967.53	65	
Harrisonville	3	4,349.79	1,600.00	.....	225.00	10.32	.....	1,835.32	2,514.47	42
Hermann	3	2,392.79	1,200.00	200.00	124.60	2.24	1,526.64	865.95	64	Mail bags, 15 cents.
Higginsville	3	4,430.90	1,600.00	200.00	275.30	6.68	.....	2,080.98	2,349.92	47
Holten	3	4,255.32	1,600.00	200.00	206.00	5.68	.....	2,012.24	2,243.08	47
Hopkins	3	1,922.48	1,000.00	200.00	100.00	1.52	1,200.52	756.03	71	Do.
Humansville	3	2,052.88	1,100.00	100.00	96.00	1.05	.....	1,260.95	1,290.93	63
Huntsville	3	2,741.53	1,200.00	150.00	145.80	3.68	.....	1,499.48	1,242.05	55
Independence	2	10,161.85	2,300.00	1,614.13	379.23	62.99	4,346.35	5,815.50	43	In Government building.
Jackson	3	2,766.68	1,200.00	2,600.00	134.70	3.68	.....	8,567.93	1,178.30	57
Jefferson City	2	21,180.12	2,400.00	2,600.00	840.00	64.99	3,502.94	12,612.19	12,612.19	40	
Joplin	2	13,432.22	2,300.00	2,100.00	224.00	6.75	3,943.70	9,150.45	4,281.77	68	Do.
Kakoka	3	3,505.90	1,400.00	1,500.00	224.00	5.36	.....	1,779.36	1,726.54	51
Kansas City	1	513,631.62	5,000.00	89,187.64	3,829.39	3,170.42	85,934.52	187,121.97	226,509.65	34	
Kearneyville	3	2,205.17	1,100.00	50.00	104.00	3.20	1,257.20	947.97	57	

[illegible]

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1897*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
MISSOURI—continued.											
Sarcozie.....	3	\$2,261.88	\$1,000.00	\$60.00	\$154.00	\$1.68	.....	\$1,205.68	\$1,056.20	53	In Government building.
Savannah.....	3	3,045.66	1,400.00	150.00	226.00	5.84	.....	1,781.84	1,263.82	59	
Sedalia.....	2	25,985.45	2,700.00	4,200.00	.....	112.50	\$6,341.07	13,354.17	12,331.28	52	
Seneca.....	3	2,563.92	1,100.00	88.27	73.10	1.36	.....	1,262.73	1,321.19	49	
Shelbina.....	3	3,244.90	1,400.00	150.00	194.05	4.08	.....	1,748.13	1,516.77	54	
Sikeston.....	3	3,549.95	250.00	.....	2.10	.32	.....	252.42	297.53	48	Presidential Apr. 1, 1897.
Slater.....	3	3,617.18	1,500.00	29.50	192.00	5.20	.....	1,726.70	1,890.48	46	
Springfield.....	2	37,120.28	2,900.00	6,700.00	.....	136.40	11,984.48	20,600.88	16,519.40	55	In Government building.
Stanberry.....	3	4,260.71	1,600.00	250.00	281.50	2.80	.....	2,184.30	2,126.41	50	
Sweet Springs.....	3	2,443.95	1,300.00	.....	149.89	2.32	.....	1,452.21	991.74	59	
Tarkio.....	3	3,638.18	1,500.00	30.00	294.00	3.86	.....	1,827.36	2,010.82	48	
Thayer.....	3	1,929.05	1,000.00	800.00	157.60	1.68	.....	1,459.28	469.77	76	
Tipton.....	3	2,192.88	1,100.00	.....	71.00	2.00	.....	1,173.00	1,019.88	54	
Trenton.....	3	7,384.98	1,800.00	150.00	60.00	14.80	.....	2,024.80	5,360.18	27	
Troy.....	3	2,331.53	1,200.00	150.00	220.00	1.44	.....	1,571.44	760.09	67	
Vandilla.....	3	2,486.13	1,200.00	200.00	178.00	2.08	.....	1,876.23	2,182.34	46	
Warrensburg.....	2	2,451.18	1,200.00	250.00	169.00	1.04	.....	1,620.04	831.14	60	
Washington.....	3	8,979.43	2,100.00	1,100.00	460.00	14.40	.....	3,674.40	5,305.03	41	
Webb City.....	3	3,328.28	1,400.00	200.00	212.00	6.08	.....	1,818.08	1,510.20	55	
Webster Groves.....	3	4,892.32	1,700.00	40.00	358.00	14.24	.....	2,112.24	2,770.08	43	
Wellsville.....	3	2,745.06	1,300.00	.....	228.30	6.96	.....	1,635.30	1,269.80	56	
Weston.....	3	2,268.91	1,100.00	25.00	165.35	1.36	.....	1,261.71	977.20	57	
West Plains.....	3	1,683.44	750.00	.....	78.00	1.36	.....	829.36	854.08	49	Presidential Oct. 1, 1896.
Westport.....	3	5,506.25	1,700.00	500.00	303.00	9.68	.....	2,612.68	2,893.57	46	
Willow Springs.....	3	2,889.96	1,100.00	.....	189.40	3.20	.....	1,267.40	1,122.55	53	
Windsor.....	3	2,787.42	1,300.00	100.00	196.00	8.00	.....	1,601.20	1,186.22	57	
Total.....	3	3,204.84	1,400.00	200.00	227.00	4.16	.....	1,831.16	1,373.68	57	
Total.....		2,868,960.73	216,800.00	457,138.99	40,985.49	14,807.31	472,985.92	1,202,116.71	1,666,744.02	41	
MONTANA.											
Anaconda.....	2	18,374.94	2,400.00	.....	766.67	19.80	.....	5,498.66	12,886.28	30	Presidential, Jan. 1, 1897.
Belt.....	2	1,891.74	650.00	.....	124.73	.80	.....	650.80	1,240.94	34	
Billings.....	3	6,047.18	2,000.00	900.00	.....	21.23	.....	3,045.96	3,001.23	50	
Boulder Valley.....	3	7,469.69	1,100.00	50.00	185.85	.80	.....	1,836.68	1,132.94	54	
Bosman.....	3	7,806.75	1,700.00	75.00	61.00	4.16	.....	1,840.16	6,066.59	23	
Butte.....	1	49,242.70	8,000.00	8,500.54	600.00	296.31	7,828.72	19,245.87	30,007.13	39	
Deer Lodge.....	3	4,105.67	1,500.00	.....	327.25	1.56	.....	1,628.61	2,477.06	45	
Dillon.....	3	5,436.62	1,600.00	300.00	820.00	3.12	.....	2,223.12	3,213.50	41	

Fort Benton.....	3	2,690.53	1,100.00	100.00	191.00	.....	.....	1,391.00	1,298.53	52
Glendive.....	3	2,468.18	1,100.00	.....	190.00	.....	.....	1,290.18	1,173.02	53
Great Falls.....	3	18,630.96	2,500.00	2,800.00	681.56	.....	32.66	8,085.10	10,435.86	44
Hamilton.....	3	3,538.19	1,000.00	.....	253.00	.....	.....	1,652.16	1,886.03	47
Helena.....	1	40,329.04	3,000.00	6,800.00	2,100.00	.....	287.04	19,217.86	21,111.18	48
Kaliapell.....	3	6,893.81	1,700.00	25.00	152.00	.....	1.84	1,878.84	8,514.97	35
Lewistown.....	3	2,912.42	1,400.00	850.00	223.00	.....	6.66	1,973.00	989.42	68
Livingston.....	3	6,960.30	1,900.00	500.00	299.16	.....	.....	2,705.72	8,254.58	45
Mayeville.....	3	2,047.96	1,200.00	150.00	223.00	.....	.....	1,873.00	3,474.96	77
Miles City.....	3	6,035.96	1,700.00	600.00	358.00	.....	.....	2,553.88	3,477.08	42
Minocua.....	3	11,815.62	2,300.00	1,800.00	166.67	.....	15.54	4,282.21	7,533.61	38
Phillipsburg.....	3	3,898.31	1,500.00	.....	304.00	.....	1.28	1,436.00	2,081.03	46
Red Lodge.....	3	2,598.03	1,100.00	160.00	176.00	.....	.....	1,436.00	1,162.08	55
White Sulphur Springs	3	2,745.66	1,300.00	.....	252.00	.....	.....	1,532.00	1,193.66	57
Total.....	.....	306,386.76	87,150.00	24,360.54	7,963.89	.....	633.79	87,048.64	119,347.12	42
NEBRASKA.										
Albion.....	3	3,224.94	1,300.00	80.00	263.50	.....	2.48	1,645.98	1,578.96	51
Allamore.....	3	3,602.81	1,500.00	150.00	273.00	.....	.....	1,831.64	1,671.65	54
Alma.....	3	2,239.22	1,200.00	150.00	204.00	.....	.....	1,554.64	1,684.58	69
Arnapahoe.....	3	2,175.26	1,400.00	.....	174.00	.....	.....	1,174.56	1,000.70	54
Ashland.....	3	2,894.36	1,600.00	150.00	194.50	.....	2.54	1,746.74	1,247.62	60
Atkinson.....	3	1,861.08	1,000.00	100.00	174.00	.....	1.28	1,325.28	1,535.80	71
Auburn.....	3	2,862.92	1,800.00	100.00	242.00	.....	3.20	1,645.20	2,217.72	57
Aurora.....	3	4,291.68	1,500.00	60.00	804.00	.....	3.84	1,867.84	2,423.84	44
Beatrice.....	2	14,381.53	2,400.00	2,700.00	154.00	.....	32.37	11,462.46	2,919.07	80
Beaver City.....	3	2,088.02	1,100.00	.....	283.54	.....	.....	1,284.58	2,373.11	61
Blair.....	3	3,769.67	1,700.00	40.00	283.54	.....	6.72	2,035.28	2,734.61	52
Brokenbow.....	3	3,515.44	1,500.00	200.00	274.00	.....	8.36	1,897.88	1,618.08	57
Cambridge.....	3	2,415.07	1,200.00	20.00	213.50	.....	.....	1,564.03	1,041.04	54
Cedar Rapids.....	3	2,298.09	1,100.00	.....	260.10	.....	.....	1,280.98	2,171.19	56
Central City.....	3	2,575.93	1,600.00	150.00	246.00	.....	3.36	2,046.56	2,134.59	47
Chadron.....	3	2,897.20	1,500.00	80.00	278.00	.....	2.56	1,891.56	2,069.84	47
Columbus.....	3	6,194.95	1,800.00	400.00	171.00	.....	14.96	2,894.96	3,469.99	52
Conrad.....	3	2,942.25	1,200.00	.....	198.00	.....	.....	1,744.96	1,897.25	62
Crawford.....	3	2,598.25	1,200.00	100.00	198.00	.....	2.20	1,498.50	722.96	62
Craigton.....	3	2,291.92	1,000.00	400.00	168.00	.....	2.20	1,498.50	722.96	68
Crescent.....	3	2,531.44	1,600.00	200.00	315.70	.....	5.92	2,152.62	2,462.82	46
David City.....	3	3,875.32	1,500.00	150.00	304.00	.....	4.06	1,952.08	1,917.24	51
Edgemoor.....	3	1,974.32	1,000.00	200.00	173.95	.....	1.36	1,874.31	1,600.22	70
Edwards.....	3	6,184.65	1,800.00	400.00	800.00	.....	5.52	2,505.52	8,679.13	41
Fairmont.....	3	2,381.13	1,200.00	.....	228.00	.....	1.04	1,424.04	957.09	60
Farmington.....	3	2,343.45	1,100.00	200.00	163.60	.....	8.96	2,154.11	8,649.41	37
Falls City.....	3	5,903.62	1,700.00	150.00	295.15	.....	.....	8,536.40	7,840.98	54
Fremont.....	2	15,877.38	2,500.00	2,500.00	49.00	.....	33.23	1,250.38	1,223.52	51
Friedland.....	3	2,473.90	1,200.00	.....	276.50	.....	2.56	1,679.06	1,222.52	58
Fullerton.....	3	2,901.58	1,400.00	150.00	280.00	.....	1.68	1,831.68	1,576.96	55
Genoa.....	3	3,502.64	1,500.00	100.00	171.00	.....	1.52	1,831.68	1,576.96	55
Gothenburg.....	3	2,239.54	1,000.00	150.00	174.00	.....	1.99	1,275.52	840.96	55

Do.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
NEBRASKA—continued.											
Grand Island.....	2	\$13,515.30	\$2,300.00	\$2,000.00	\$600.00	\$38.08	\$3,505.72	\$8,443.80	\$5,071.50	62	
Hartington.....	3	2,464.30	1,200.00	150.00	223.00	2.01	.....	1,575.01	889.29	64	Mail bags 25 cents.
Harvard.....	3	2,110.23	1,200.00	.....	223.00	1.04	.....	1,424.04	686.19	67	
Hastings.....	2	14,595.00	2,400.00	2,700.00	824.86	5.57	4,942.47	10,807.90	3,728.00	74	
Hebron.....	3	3,643.37	1,500.00	200.00	290.00	3.44	.....	1,903.44	1,649.93	55	
Holdrege.....	3	5,057.98	1,700.00	300.00	358.00	2.80	.....	2,360.80	2,697.18	47	
Hooper.....	3	1,689.85	1,000.00	.....	140.00	1.40	.....	1,141.40	548.45	68	
Humboldt.....	3	2,758.57	1,800.00	.....	202.25	1.92	.....	1,504.17	1,254.40	55	
Humphrey.....	3	391.93	250.00	.....	41.50	.....	.....	291.74	100.19	75	Presidential, Apr. 1, 1897.
Indianola.....	3	1,879.54	1,000.00	.....	174.00	.....	.....	1,174.00	705.54	62	
Kearney.....	2	10,089.36	2,100.00	1,900.00	650.00	2.75	2,637.03	7,289.78	2,789.58	72	
Lexington.....	3	3,483.47	1,400.00	300.00	277.00	1.76	.....	1,978.76	1,504.71	57	
Lincoln.....	3	79,172.26	3,300.00	14,700.00	.....	558.90	21,688.57	40,047.47	39,124.79	51	In Government building.
Lyons.....	3	2,058.27	1,000.00	.....	163.65	.....	.....	1,164.23	894.04	41	Mail bags 10 cents.
McCook.....	3	4,941.50	1,500.00	300.00	245.50	4.00	.....	2,049.50	2,892.00	41	
Madison.....	3	2,788.64	1,400.00	100.00	251.98	2.56	.....	1,754.54	1,034.10	65	
Minden.....	3	3,394.81	1,400.00	200.00	277.00	2.32	.....	1,879.32	1,515.49	55	
Nebraska City.....	2	9,462.81	2,100.00	1,800.00	277.00	25.14	4,390.67	8,315.81	1,145.77	53	In Government building.
Nelson.....	3	3,105.73	1,300.00	100.00	250.00	2.96	.....	1,652.96	1,453.77	53	
Norfolk.....	3	2,175.85	1,000.00	.....	171.50	96	.....	1,172.46	1,003.39	54	
Northbend.....	3	8,755.81	2,000.00	1,100.00	460.00	18.57	.....	3,578.57	6,177.24	41	
North Platte.....	3	2,101.07	1,100.00	.....	198.00	1.52	.....	1,297.52	803.55	62	
Oakland.....	3	5,313.14	1,700.00	300.00	338.00	4.16	.....	2,362.16	2,950.98	44	
Omaha.....	2	2,250.44	1,100.00	.....	196.00	1.68	69,915.54	1,297.68	149,430.37	58	
O'Neill.....	1	270,034.60	3,700.00	44,965.78	950.00	1,132.91	.....	120,604.23	19,527.66	45	Do.
Oreola.....	3	3,004.95	1,300.00	300.00	230.00	3.60	.....	1,853.60	1,151.35	62	
Ord.....	3	2,838.41	1,300.00	150.00	244.24	2.80	.....	1,697.04	1,141.37	60	
Owens.....	3	2,126.71	1,100.00	150.00	196.00	1.64	.....	1,446.64	683.07	68	
Pawnee City.....	3	1,940.79	1,100.00	.....	165.52	1.23	.....	1,264.84	673.95	66	
Pender.....	3	4,213.85	1,600.00	100.00	236.00	2.64	.....	1,305.85	2,275.21	46	
Pierce.....	3	1,910.55	1,100.00	20.00	184.25	1.60	.....	1,165.52	861.13	57	
Plattsmouth.....	3	2,028.65	1,000.00	.....	161.00	1.32	.....	2,431.16	6,183.16	78	
Ponca.....	3	8,614.92	1,900.00	100.00	420.00	11.76	.....	1,549.84	884.17	74	
Randolph.....	3	2,081.01	1,100.00	250.00	196.00	3.44	.....	1,266.40	1,865.20	59	
Redwood.....	3	2,161.37	1,100.00	.....	196.00	4.40	.....	1,224.86	1,936.51	52	
Redville.....	3	1,728.82	1,400.00	225.00	277.00	1.84	.....	1,065.28	1,663.70	71	
St. Paul.....	3	3,438.26	1,500.00	500.00	284.00	11.28	.....	2,047.62	2,393.47	47	
Schuyler.....	3	4,231.39	1,500.00	250.00	234.00	3.82	.....	2,078.68	1,807.30	53	
Seward.....	3	6,860.38	1,500.00	300.00	274.00	3.68	.....	1,325.66	1,681.97	68	
Sidney.....	3	1,937.65	1,000.00	160.00	170.00	1.08	.....	.....	.....	.....

South Omaha	2	33,761.91	2,800.00	4,300.00	917.77	90.08	4,378.76	12,486.61	21,275.30	37
Stanton	3	2,130.86	1,100.00	100.00	193.49	2.08	.....	1,395.57	735.29	66
Stromsburg	3	2,476.18	1,400.00	20.00	220.00	.....	.....	1,640.00	836.18	66
Superior	3	3,544.81	1,500.00	300.00	274.00	3.20	.....	2,077.20	1,467.64	59
Sutton	3	2,396.62	1,100.00	.....	187.45	2.08	.....	1,289.13	1,107.39	54
Syracuse	3	2,374.30	1,200.00	.....	122.25	2.08	.....	1,324.33	1,050.06	56
Tecumseh	3	3,819.20	1,500.00	.....	294.00	4.56	.....	1,768.56	2,050.64	46
Tekamah	3	3,126.94	1,400.00	100.00	230.00	2.08	.....	1,732.08	1,394.86	55
Wahoo	3	3,970.37	1,500.00	300.00	304.00	4.72	.....	2,108.72	1,801.05	53
Wakesfield	3	2,018.15	1,100.00	.....	180.00	1.60	.....	1,281.00	736.55	64
Wayne	3	4,254.29	1,500.00	25.00	234.00	3.92	.....	1,762.92	2,493.34	41
Weeping Water	3	2,363.53	1,200.00	.....	213.96	.80	.....	1,414.76	948.79	60
Westpoint	3	3,691.36	1,500.00	300.00	304.00	8.92	.....	2,107.92	1,583.44	57
Wilber	3	4,652.83	1,600.00	.....	316.00	2.64	.....	1,918.64	2,734.19	41
Wisner	3	1,919.74	1,000.00	.....	126.00	.80	.....	1,126.80	792.94	59
Wynore	3	3,782.53	1,400.00	40.00	272.00	6.40	.....	1,718.40	1,671.15	51
York	2	9,268.49	2,000.00	1,300.00	1.00	10.08	.....	3,311.08	5,957.41	36
Total		726,382.28	131,050.00	89,215.78	22,775.26	2,161.63	121,002.02	366,294.69	390,087.59	50
NEVADA.										
Anustin	3	1,455.91	750.00	187.50	90.00	.48	.....	1,027.98	427.93	71
Carson City	3	7,978.33	1,900.00	699.99	.....	24.64	.....	2,624.63	5,353.70	33
Delamar	3	3,639.19	275.00	5.00	55.75	.....	.....	336.15	303.04	53
Elko	3	3,322.60	1,200.00	243.00	194.00	1.20	.....	1,618.20	1,684.40	49
Eureka	3	2,158.98	1,100.00	1,000.00	156.00	2.96	.....	2,258.00	.....	105
Reno	2	9,716.74	2,100.00	1,400.00	305.00	17.04	.....	3,822.04	5,894.70	39
Virginia City	3	6,062.45	1,700.00	.....	390.00	6.32	.....	2,096.32	3,966.13	35
Winnemucca	3	2,606.00	1,200.00	200.00	196.00	1.92	.....	1,597.92	1,008.68	61
Total		33,940.80	10,235.00	3,735.40	118 6.75	54.96	.....	15,402.20	18,538.80	45

Presidential, Oct. 1, 1894.
In Government building,
Presidential, Apr. 1, 1895.
Deficit, \$89.98.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
NEW HAMPSHIRE—con'd.											
Keene.....	2	\$18,994.10	\$2,500.00	\$2,632.15	\$1,100.00	\$104.72	\$3,503.82	\$9,840.69	\$9,153.41	.53	
Laconia.....	2	10,027.62	2,300.00	1,600.00	698.00	46.56	2,954.59	7,339.15	2,688.47	.73	
Lakeport.....	3	3,691.41	1,500.00	150.00	301.75	16.72	.....	1,968.47	1,722.94	.53	
Lancaster.....	3	6,291.30	1,800.00	200.00	860.00	15.12	.....	2,375.12	3,916.18	.38	
Lebanon.....	3	6,723.16	1,900.00	80.00	164.00	19.68	.....	2,143.68	4,579.48	.32	
Littleton.....	3	3,068.86	1,400.00	150.00	188.00	7.20	.....	1,745.20	1,313.66	.57	
Lisbon.....	2	6,331.43	1,800.00	250.00	310.00	14.56	.....	2,374.56	3,956.87	.38	
Manchester.....	3	63,099.69	3,200.00	11,348.00	.....	770.92	19,908.76	35,227.68	27,872.01	.56	In Government building.
Meredith.....	3	2,311.09	1,100.00	.....	95.35	6.88	.....	1,202.23	1,108.86	.52	
Milford.....	3	6,267.66	1,700.00	.....	1,500.00	20.88	.....	1,875.88	4,391.78	.30	
Nashua.....	2	30,342.00	2,800.00	3,848.00	1,500.00	224.74	8,622.63	16,995.37	13,346.63	.56	
Newmarket.....	3	2,761.69	1,300.00	400.00	306.00	10.64	.....	1,567.60	1,204.09	.56	
Newport.....	3	3,345.51	1,600.00	.....	204.00	12.56	.....	2,316.64	2,028.87	.53	
Penacook.....	3	3,648.18	1,500.00	.....	231.00	8.88	.....	1,716.56	1,931.62	.47	
Peterboro.....	3	2,889.26	1,300.00	.....	150.00	9.92	.....	1,639.88	2,354.17	.44	
Pittsfield.....	3	4,681.72	1,600.00	200.00	150.00	14.96	.....	1,992.46	2,689.26	.43	
Plymouth.....	3	25,756.90	2,600.00	22.50	855.00	200.85	6,027.85	12,252.70	13,504.20	.48	
Portsmouth.....	2	11,008.91	2,200.00	3,424.00	250.00	54.80	.....	3,804.30	7,204.61	.35	
Rochester.....	3	6,127.41	1,700.00	1,200.00	858.00	26.60	.....	2,287.60	3,839.81	.37	
Somersworth.....	3	2,530.20	1,200.00	.....	223.00	9.60	.....	1,432.60	1,097.60	.57	
Suncook.....	3	5,010.67	1,700.00	150.00	258.00	14.16	.....	2,122.16	2,888.51	.42	
Tilton.....	3	3,097.49	1,400.00	.....	132.00	2.72	.....	1,535.72	1,561.77	.50	
West Lebanon.....	3	3,376.11	1,800.00	.....	236.00	7.20	.....	1,543.20	1,832.91	.46	
Whitfield.....	3	2,601.63	1,300.00	150.00	200.00	7.93	.....	1,657.93	1,943.70	.64	
Wilson.....	3	2,353.71	1,100.00	.....	128.53	7.52	.....	1,254.06	1,119.65	.53	
Winchester.....	3	4,679.09	1,500.00	200.00	315.00	18.44	.....	1,928.44	2,750.65	.41	
Wolboro.....	3	2,753.06	1,200.00	.....	174.00	9.90	.....	1,393.60	1,369.46	.50	
Woodsville.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total		\$79,504.52	77,000.00	\$8,870.04	12,464.68	2,620.72	56,692.29	188,647.68	190,856.84	.49	
NEW JERSEY.											
Arlington.....	2	15,384.86	2,400.00	900.00	310.00	41.20	.....	3,651.20	11,683.66	.24	
Asbury Park.....	2	23,874.60	2,700.00	5,363.48	1,400.00	807.41	5,909.34	13,710.22	13,164.37	.54	
Atlantic City.....	1	49,653.56	3,100.00	6,953.42	2,000.00	1,807.60	10,461.57	23,860.36	25,663.19	.43	
Atlantic Highlands.....	3	18,578.00	1,600.00	64.00	304.00	82.56	.....	1,868.96	1,691.04	.76	
Bayside.....	3	18,558.44	2,500.00	2,114.31	429.48	136.79	9,670.56	14,910.15	4,648.29	.44	
Bayville.....	3	2,558.42	1,400.00	.....	143.19	20.00	.....	1,568.19	1,417.23	.52	
Belvidere.....	3	2,492.29	1,600.00	40.00	252.28	13.54	.....	1,968.13	1,564.17	.53	
Beverly.....	3	4,521.08	1,600.00	.....	132.00	14.48	.....	1,746.48	2,774.60	.39	

In Government building.

Do.

Mail bags, 25 cents.

Newton.....	14,431.13	2,200.00	4,000.00	200.00	125,715.77	185,285.05	154,464.77
Ruby.....	10,148.83	2,200.00	1,700.00	600.00	7,878.17	10,433.75	10,418.15
	2,680.84	1,200.00			32.11	1,475.11	2,000.00

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
NEW JERSEY—cont'd.											
Ocean City.....	3	\$3,749.10	\$1,200.00	\$80.00	\$185.00	\$22.32	.....	\$1,467.32	\$2,281.78	39	
Ocean Grove.....	2	11,635.84	2,400.00	2,124.70	600.00	114.60	.....	5,239.30	6,456.54	45	
Orange.....	2	35,387.68	2,800.00	4,400.00	1,700.00	559.46	\$11,121.06	20,680.52	14,707.16	58	
Orange Valley.....	2	4,940.55	1,800.00	.....	247.13	12.00	.....	1,839.13	3,081.42	38	
Palmyra.....	3	3,023.93	1,400.00	20.00	195.00	13.12	.....	1,628.12	1,395.81	54	
Passaic.....	3	30,754.95	2,800.00	3,400.00	900.00	164.38	7,758.57	15,022.95	15,732.00	49	
Patterson.....	1	69,961.56	3,200.00	10,329.85	1,644.57	583.06	38,577.08	49,334.66	20,626.93	71	
Perth Amboy.....	2	10,950.05	2,200.00	1,485.87	1,692.88	59.60	3,505.97	7,954.32	2,985.73	73	
Phillipsburg.....	2	7,210.27	2,000.00	917.59	245.50	60.00	.....	3,223.09	4,017.18	45	
Plainfield.....	2	30,266.21	2,800.00	3,448.00	1,510.00	275.06	9,558.70	17,591.76	12,674.45	59	
Princeton.....	2	15,415.32	2,400.00	1,800.00	700.00	166.93	3,086.80	9,053.73	6,361.59	59	
Rahway.....	2	13,971.83	2,300.00	1,500.00	399.70	117.22	.....	4,316.92	9,655.01	31	
Raritan.....	2	2,361.08	1,100.00	.....	196.00	5.60	.....	1,301.60	1,059.48	55	
Redbank.....	3	12,609.68	2,300.00	1,599.95	494.95	76.24	.....	4,471.14	8,138.54	36	
Ridgewood.....	3	6,026.71	1,700.00	.....	287.00	28.56	.....	2,013.56	4,013.15	33	
Riverton.....	3	2,822.83	1,100.00	.....	125.00	18.48	.....	1,243.48	1,579.45	44	
Rockaway.....	3	2,337.09	1,100.00	150.00	148.55	10.96	.....	1,409.51	927.58	60	
Roselle.....	3	4,207.24	1,700.00	.....	301.00	22.80	.....	2,023.80	2,183.44	48	
Rutherford.....	3	10,854.37	2,200.00	1,800.00	600.00	51.03	.....	4,651.03	6,203.34	43	
Salem.....	3	7,313.36	1,900.00	1,200.00	400.00	23.12	.....	2,523.12	4,790.24	35	
Shoreville.....	3	2,593.19	1,400.00	.....	243.72	13.60	.....	1,657.32	935.87	64	
South Amboy.....	3	11,586.62	2,200.00	1,100.00	800.00	58.64	.....	4,156.64	7,439.98	36	
South Orange.....	3	3,732.75	1,500.00	50.00	159.23	21.52	.....	1,780.75	2,002.00	46	
South Orange.....	2	10,838.58	2,000.00	1,000.00	285.45	84.08	.....	3,879.53	7,559.05	31	
South River.....	2	2,160.90	1,000.00	.....	170.00	7.28	.....	1,177.28	983.62	55	
Summit.....	2	10,363.67	2,300.00	1,871.11	450.00	108.70	.....	4,729.81	5,633.86	46	
Swedesboro.....	3	1,458.08	750.00	.....	100.50	3.76	.....	854.26	603.82	59	Presidential, Oct. 1, 1897.
Tenafly.....	3	3,317.39	1,200.00	.....	118.50	13.12	.....	1,331.62	1,985.77	40	
Toms River.....	3	3,076.97	1,400.00	.....	120.81	9.04	.....	1,529.85	1,547.12	50	
Trenton.....	1	97,439.89	3,300.00	14,200.00	.....	1,008.19	27,446.92	46,016.11	51,424.78	47	In Government building.
Vineyard.....	2	11,708.37	2,400.00	1,600.00	500.00	38.24	3,705.56	8,144.80	3,563.57	70	
Washington.....	2	18,245.42	2,600.00	2,088.10	600.00	105.01	1,387.06	7,390.17	10,855.25	41	
Weehawken.....	3	8,329.01	1,900.00	.....	251.39	41.44	.....	2,162.88	6,166.13	26	
Westfield.....	2	13,815.49	2,300.00	1,775.00	570.00	40.34	.....	4,065.34	9,750.15	34	
West Hoboken.....	2	24,183.65	2,500.00	1,899.98	298.00	61.41	.....	4,259.39	19,924.26	18	
West Orange.....	2	1,862.52	1,500.00	.....	78.99	11.92	.....	590.91	1,271.61	32	
Woodbridge.....	3	5,416.51	2,300.00	1,099.17	249.60	11.92	.....	2,101.52	3,315.09	40	Presidential, Jan. 1, 1897.
Woodbury.....	3	13,564.78	2,300.00	.....	450.00	56.56	.....	4,506.73	9,058.05	33	
Woodstown.....	3	2,820.79	1,300.00	.....	178.25	8.80	.....	1,485.05	1,335.74	53	
Total.....		1,810,235.60	195,350.00	225,731.25	42,056.90	14,714.94	466,469.05	944,942.14	895,293.46	51	

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expenses to gross receipts.	Remarks.
NEW YORK—continued.											
Brooklyn.....	3	\$12,837.08	\$2,400.00	\$1,900.00	\$450.00	\$32.31	.....	\$4,772.31	\$8,164.77	37	In Government building.
Brooklyn.....	3	2,267.14	1,100.00	245,659.77	78.45	3.20	.....	1,181.65	1,085.49	52	Do.
Brooklyn.....	3	1,113,053.12	6,000.00	122,822.98	29,089.53	15,915.29	\$575,924.44	866,591.03	246,462.09	78	
Buffalo.....	1	704,159.62	6,000.00	122,822.98	4,396.73	5,547.89	179,942.23	318,689.82	385,559.80	45	
California.....	3	2,236.14	1,100.00	.....	196.00	3.52	.....	1,299.52	955.62	38	
Cambridge.....	3	6,980.90	1,700.00	.....	334.76	11.44	.....	1,946.22	4,134.68	32	
Camden.....	3	6,436.11	1,700.00	120.00	223.90	9.76	.....	2,162.76	3,273.35	40	
Canajoharie.....	2	9,009.10	2,000.00	1,000.00	400.00	86.82	.....	3,436.82	5,572.28	38	
Canandaigua.....	2	13,334.00	2,400.00	1,000.00	.....	43.12	3,508.97	7,452.00	5,481.91	59	
Canastota.....	3	6,828.13	1,700.00	1,250.00	.....	17.76	.....	2,325.76	3,497.37	40	
Canastota.....	3	2,943.51	1,400.00	200.00	353.00	17.76	.....	1,874.70	1,068.81	64	
Canton.....	3	7,964.39	1,900.00	250.00	269.50	5.20	.....	2,599.40	5,364.99	33	
Cape Vincent.....	3	8,373.31	1,500.00	40.00	435.00	14.40	.....	2,599.40	5,364.99	33	
Carmel.....	3	2,244.02	1,100.00	.....	103.00	5.04	.....	1,731.29	1,642.02	51	
Carthage.....	3	2,244.02	1,100.00	.....	103.00	5.04	.....	1,731.29	1,642.02	51	
Castile.....	3	3,830.16	1,400.00	.....	103.00	5.04	.....	1,731.29	1,642.02	51	
Castleton.....	3	2,408.23	1,000.00	400.00	250.00	5.68	.....	1,635.68	1,874.48	50	
Cattaraugus.....	3	12,041.90	2,300.00	1,800.00	482.50	54.98	.....	4,637.48	7,404.42	39	
Cattaraugus.....	2	3,292.62	1,300.00	1,500.00	187.00	3.53	.....	2,318.40	1,852.10	50	
Cazenovia.....	3	6,032.03	1,800.00	200.00	300.00	18.40	.....	1,299.36	3,713.63	38	
Chateaugay.....	3	2,545.27	1,100.00	.....	186.00	3.36	.....	2,360.80	1,245.91	51	
Chatham.....	3	5,998.38	1,800.00	400.00	360.00	20.80	.....	1,260.00	3,417.58	43	
Chester.....	3	1,999.01	1,100.00	.....	154.00	6.00	.....	1,260.00	739.61	63	
Clifton Springs.....	3	4,225.78	1,500.00	60.00	254.00	7.44	.....	1,821.44	2,404.34	43	
Clyde.....	3	6,188.88	1,700.00	.....	350.00	18.48	.....	2,068.48	4,120.40	33	
Clyde.....	3	6,074.60	1,800.00	200.00	193.15	15.23	.....	2,068.48	3,066.17	40	
Cobleskill.....	3	6,094.24	1,700.00	300.00	338.00	15.23	.....	2,337.04	3,337.04	44	
Cobleskill.....	3	6,299.30	1,800.00	250.00	275.50	12.24	.....	2,337.74	2,961.56	44	
Cobleskill.....	3	8,074.84	1,400.00	1,000.00	147.18	1.86	.....	1,648.52	1,426.32	54	
Cohoes.....	2	16,610.59	2,500.00	2,800.00	1,100.00	82.04	8,687.04	14,619.08	1,991.51	88	
Collegeville.....	3	3,410.54	1,400.00	.....	199.04	15.76	.....	1,614.80	1,795.74	47	
Collegepoint.....	3	2,486.18	1,500.00	.....	264.00	27.23	.....	1,791.28	1,706.90	51	
Cooperstown.....	3	6,882.25	1,900.00	800.00	467.50	14.00	.....	2,681.50	4,200.75	39	
Corning.....	3	16,513.86	2,500.00	2,261.04	928.37	110.46	5,200.36	11,070.23	5,443.63	67	
Cortland.....	3	8,496.43	1,400.00	3,000.00	139.00	81.12	.....	1,570.12	1,866.31	46	
Coxsackie.....	3	21,871.19	2,600.00	3,000.00	1,000.00	92.37	5,412.24	12,104.61	9,266.58	57	
Coxsackie.....	3	3,621.34	1,500.00	200.00	243.13	12.45	.....	1,955.00	1,666.74	54	
Cuba.....	3	1,581.90	1,750.00	.....	116.25	4.40	.....	2,870.65	711.25	55	
Cuba.....	3	6,117.90	1,700.00	250.00	116.25	8.64	.....	2,252.64	2,864.86	55	
Danville.....	3	14,891.23	2,400.00	1,900.00	244.00	27.09	.....	4,810.43	10,080.81	32	
Delhi.....	3	4,759.45	1,700.00	300.00	483.33	11.60	.....	3,844.60	2,414.85	49	Presidential, Oct. 1, 1896.

[illegible]

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
NEW YORK—cont'd.											
Homer.....	3	\$5,227.29	\$1,800.00	\$200.00	\$380.00	\$8.90	.....	\$2,383.96	\$2,853.43	45	
Honeyee Falls.....	3	2,595.77	1,500.00	.....	147.56	3.28	.....	1,650.84	944.98	64	
Hosack Falls.....	3	8,577.96	2,200.00	1,600.00	500.00	37.34	\$2,663.28	7,000.62	1,577.34	53	
Horseshoe Falls.....	3	17,132.98	2,500.00	2,570.00	1,000.00	78.37	5,267.41	11,415.78	5,717.20	67	
Hudson.....	3	4,448.75	1,600.00	200.00	276.54	7.44	.....	2,083.98	2,364.77	47	
Hudson.....	3	16,844.26	2,500.00	2,500.00	1,080.00	242.51	4,388.23	10,716.74	6,127.52	64	
Huntington.....	3	8,129.39	2,400.00	784.48	240.00	21.23	.....	3,081.28	5,068.11	38	
Huron.....	3	11,681.11	2,400.00	1,784.48	700.00	72.93	.....	4,937.41	6,068.70	43	
Irlington.....	3	16,384.85	2,500.00	1,900.00	550.00	50.32	.....	5,000.32	11,386.53	31	
Irvington.....	3	3,573.85	1,600.00	.....	255.00	14.80	.....	1,860.80	1,703.75	52	
Itasca.....	3	89,381.66	2,900.00	4,818.00	1,884.03	231.10	9,716.84	19,549.97	19,431.69	50	
Jamaica.....	3	12,941.37	2,300.00	1,800.00	800.00	49.94	2,338.13	7,288.07	5,653.30	56	
Jamestown.....	3	41,292.10	3,000.00	1,600.00	1,600.00	844.45	10,590.59	21,635.04	19,657.06	53	
Johnstown.....	3	14,074.66	2,400.00	1,900.00	1,729.80	52.48	4,380.08	9,462.36	4,612.30	67	
Jordan.....	3	2,489.36	1,200.00	.....	168.00	4.80	.....	1,372.80	1,116.56	55	
Keesville.....	3	3,982.18	1,500.00	187.50	254.00	4.16	.....	1,945.66	2,036.52	49	
Kington.....	3	32,872.26	2,800.00	5,400.00	1,694.34	344.18	9,902.13	20,140.64	12,231.62	62	
Lancaster.....	3	3,774.07	1,400.00	.....	248.14	8.08	.....	1,654.22	2,117.85	44	Presidential, Oct. 1, 1894.
Lancaster A.....	3	2,189.34	1,400.00	.....	150.00	24.00	.....	1,224.00	965.34	53	Presidential, Jan. 1, 1897.
Lawrence Station.....	3	952.92	1,500.00	.....	.....	7.36	.....	507.86	445.57	38	Presidential, Apr. 1, 1897.
Leroy.....	3	12,887.94	2,400.00	1,688.95	800.00	12.14	.....	4,901.80	7,986.15	46	
Lesterhire.....	3	670.10	275.00	35.50	.....	.....	.....	1,997.02	4,284.90	33	
Liberty.....	3	6,231.62	1,700.00	40.00	225.50	81.52	.....	1,325.73	987.55	55	
Lima.....	3	2,213.28	1,100.00	.....	122.60	8.04	.....	9,968.94	7,710.08	56	
Little Falls.....	3	17,679.02	2,500.00	300.00	850.00	190.23	4,198.71	1,295.73	1,006.54	68	
Little Valley.....	3	2,302.27	1,100.00	300.00	160.45	5.28	.....	1,398.32	815.63	63	
Livonia Station.....	3	2,213.95	1,100.00	150.00	146.00	2.32	.....	16,085.46	10,354.81	61	
Lockport.....	2	26,412.27	2,900.00	3,853.85	1,590.60	181.69	8,160.23	25,972.91	8,068.04	76	
Long Island City.....	2	84,040.95	2,900.00	5,052.44	859.00	261.40	16,959.07	2,622.13	3,007.53	47	
Lowville.....	3	6,629.65	1,800.00	6,052.44	859.00	13.13	.....	4,498.89	4,744.28	49	
Lyons.....	3	9,243.17	2,300.00	1,600.00	575.00	23.89	.....	290.38	789.53	37	Do.
McGrawville.....	3	1,079.91	275.00	.....	14.90	4.48	.....	4,359.83	9,971.85	30	
Malone.....	3	14,331.73	2,100.00	1,400.00	841.00	18.88	.....	3,359.33	4,545.22	43	
Manaroneck.....	3	7,904.65	2,100.00	474.73	824.67	83.94	.....	1,313.16	2,092.14	29	
Manlius.....	3	3,295.30	1,200.00	.....	105.00	8.16	.....	1,399.57	1,922.11	56	Delinquent from Apr. 1 to May 31, 1897.
Marathon.....	3	2,531.98	1,082.14	1,064.48	146.21	8.04	.....	1,177.80	890.83	57	
Marlboro.....	3	2,068.62	1,000.00	.....	173.00	4.80	.....	2,143.76	2,698.73	45	
Matteawan.....	3	4,770.48	1,600.00	200.00	292.00	23.78	.....	1,688.88	1,390.66	54	
Mayville.....	3	3,019.56	1,400.00	80.00	200.00	6.88	.....	2,575.15	3,843.84	57	
Mechanicville.....	3	6,118.99	1,700.00	280.00	802.99	22.66	.....	.....	.....	.....

No. 10.—Gross receipts, expenses, and net revenues of Presidential post-offices for the fiscal year ended June 30, 1897—Continued.

Office.	Class.	Gross receipts.	Salary.	Clark hire.	Rent, light and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
NEW YORK—cont'd.											
Phelps.....	3	\$3,102.31	\$1,500.00	\$200.00	\$204.00	\$5.00	.....	\$1,910.00	\$1,192.31	63	
Philmont.....	3	2,948.97	1,400.00	20.00	150.91	5.38	.....	1,576.27	1,372.70	53	
Phoenix.....	3	2,507.60	1,200.00	.....	203.50	4.32	.....	1,412.82	1,094.78	54	
Pine Plains.....	3	2,531.77	1,200.00	.....	108.67	2.48	.....	1,371.15	1,160.62	54	
Plataburg.....	2	16,028.47	2,400.00	2,214.00	.....	60.55	\$3,326.43	8,000.97	8,002.50	50	In Government building.
Port Byron.....	2	4,322.24	2,100.00	.....	300.00	12.00	.....	3,412.00	916.24	79	
Port Chester.....	2	20,421.02	2,500.00	2,466.57	700.00	67.33	8,563.71	9,237.61	11,183.41	45	
Port Henry.....	2	4,163.89	1,600.00	200.00	255.38	12.16	.....	2,067.52	2,096.37	50	
Port Jefferson.....	3	3,332.04	1,400.00	.....	250.00	10.16	.....	1,660.16	1,671.88	50	
Port Jervis.....	2	13,408.97	2,300.00	1,800.00	400.00	25.36	4,884.18	8,909.54	4,499.43	66	
Portland.....	3	1,303.71	1,100.00	.....	85.00	1.76	.....	1,196.76	108.95	92	
Port Richmond.....	2	11,504.55	2,400.00	1,700.00	250.00	.....	.....	4,450.77	7,053.78	39	
Portville.....	2	2,292.84	1,300.00	.....	104.00	2.64	.....	1,406.64	7,888.20	61	
Potdam.....	2	10,929.86	2,200.00	1,300.00	450.00	20.08	.....	3,970.08	6,959.78	36	
Poughkeepsie.....	2	55,574.20	3,100.00	8,400.00	.....	505.17	10,180.63	22,136.79	33,438.41	40	
Pulaski.....	1	8,580.14	1,500.00	100.00	254.00	9.76	.....	1,893.76	1,716.38	52	Do.
Randolph.....	3	8,711.84	1,500.00	200.00	229.58	8.48	.....	1,988.06	1,773.78	52	
Rhinebeck.....	3	4,037.80	1,500.00	150.00	225.00	10.80	.....	1,885.80	2,152.00	47	
Richfield Springs.....	3	5,554.74	1,700.00	300.00	283.00	25.28	.....	2,308.28	3,246.46	42	
Richmond Hill.....	3	2,531.47	750.00	.....	123.75	17.84	.....	891.59	1,639.88	35	
Riverhead.....	3	7,551.23	1,900.00	.....	384.00	22.24	84,047.59	2,304.24	2,249.99	31	
Rochester.....	1	875,280.10	3,800.00	52,480.11	800.00	3,242.16	.....	144,419.86	230,866.24	38	In Government building.
Rockville Center.....	3	3,581.43	1,400.00	.....	205.42	16.32	7,852.94	1,621.74	1,959.69	45	
Rosebank.....	3	2,834.14	1,500.00	.....	220.00	43.13	.....	1,763.13	7,785.32	46	
Rosehill.....	3	8,383.65	1,900.00	300.00	241.25	.....	.....	2,442.13	5,941.52	63	
Rouses Point.....	3	8,099.58	1,300.00	300.00	176.00	4.00	.....	1,679.00	1,420.58	29	
Rye.....	3	5,337.09	1,700.00	40.00	296.78	28.33	.....	2,025.10	3,361.99	33	
Sacket Harbor.....	3	6,267.70	1,300.00	300.00	195.00	6.80	.....	2,541.80	1,325.90	54	
Sag Harbor.....	3	6,281.29	1,900.00	.....	375.00	18.80	.....	2,483.80	3,797.49	54	
St. Johnsville.....	3	8,107.87	1,400.00	.....	178.00	8.16	.....	1,586.16	1,521.71	51	
Salamanca.....	2	6,754.25	1,800.00	400.00	353.96	20.96	.....	2,574.92	4,159.33	38	
Salem.....	3	8,353.37	1,500.00	200.00	198.00	6.32	.....	1,904.32	1,449.05	57	
Sandy Hill.....	2	6,571.20	1,700.00	.....	383.00	17.68	7,297.38	2,075.68	4,496.52	33	
Saranac Lake.....	2	2,164.17	1,800.00	100.00	400.00	23.44	.....	2,823.44	4,842.73	52	
Saratoga Springs.....	2	24,400.58	2,900.00	4,761.54	1,500.00	366.57	.....	16,825.49	19,575.09	46	
Saugerties.....	2	7,038.09	2,000.00	900.00	480.00	86.33	.....	3,896.53	3,639.77	48	
Saville.....	3	8,662.35	1,400.00	.....	212.00	30.48	.....	1,642.48	2,019.87	45	
Schenectady.....	1	62,531.80	3,100.00	7,000.00	1,881.94	329.06	7,526.34	19,837.34	43,194.46	31	
Schenenvus.....	3	8,384.79	1,100.00	1,150.00	1,120.47	2.06	.....	1,872.55	963.24	69	
Schoharie.....	3	2,415.86	1,200.00	.....	184.80	3.30	.....	1,368.00	1,027.86	57	

Seaboardville	3	2,997.19	1,400.00	.....	125.00	4.73	.....	1,558.73	1,840.40	54
Seaside	3	4,775.31	1,500.00	.....	254.00	24.88	.....	1,778.88	2,994.89	57
Seacoast Falls	3	14,637.64	2,400.00	1,800.00	700.00	2.00	8,438.85	8,440.83	6,267.06	58
Shamrock	3	2,146.17	1,100.00	.....	107.00	.....	.....	1,237.00	1,939.17	59
Sherburne	3	2,045.73	1,400.00	22.50	139.80	1.84	.....	1,584.14	1,481.56	61
Sherman	3	2,656.19	1,200.00	.....	205.00	1.86	.....	1,408.66	1,249.51	63
Shorrsville	3	2,436.90	1,100.00	.....	133.75	2.64	.....	1,241.39	1,189.51	64
Sidney	3	2,111.41	1,000.00	800.00	300.00	11.60	.....	2,211.60	2,896.81	65
Silvercreek	3	7,780.99	1,800.00	.....	232.50	8.00	.....	1,408.66	1,249.51	66
Sing Sing	3	12,660.87	2,300.00	1,800.00	253.87	82.24	4,366.92	2,329.19	5,630.09	67
Skaneateles	3	4,467.19	1,600.00	.....	190.00	7.68	.....	2,011.53	4,331.71	68
Smithville	3	2,000.27	1,000.00	.....	170.00	2.32	.....	1,097.32	1,902.86	69
Sodus	3	2,436.73	1,100.00	.....	190.00	2.32	.....	1,243.92	1,143.80	70
Southampton	3	6,642.18	1,700.00	.....	242.50	46.74	.....	2,088.74	4,553.14	71
Spencer	3	1,600.02	1,700.00	.....	323.50	1.06	.....	804.26	801.76	72
Spring Valley	3	2,667.40	1,700.00	200.00	249.75	12.08	.....	1,435.08	1,232.53	73
Springville	3	3,102.63	1,700.00	150.00	272.25	16.68	.....	1,477.93	1,836.70	74
Stamford	3	3,664.05	2,300.00	150.00	600.00	10.72	.....	1,832.91	4,891.71	75
Stapleton	3	11,520.74	2,800.00	87,151.00	.....	137.00	.....	4,832.91	6,891.24	76
Syracuse	3	240,822.76	2,400.00	1,500.00	700.00	2,216.00	55,193.00	98,154.11	102,257.41	77
Tarrytown	3	18,828.40	2,400.00	.....	174.00	63.96	.....	1,092.86	9,255.44	78
Theresa	3	2,724.95	1,700.00	200.00	339.00	1.68	.....	1,273.68	8,947.56	79
Thonondaga	3	6,145.82	1,700.00	.....	437.48	12.72	.....	2,270.72	8,874.56	80
Tompkinsville	3	16,393.69	2,400.00	1,800.00	460.00	64.08	.....	4,393.54	9,816.43	81
Tonawanda	3	8,196.66	2,000.00	800.00	184.00	30.56	.....	2,300.56	4,898.10	82
Tortenville	3	2,737.95	1,200.00	.....	184.00	15.96	.....	1,390.92	1,337.43	83
Troy	3	123,957.40	2,400.00	21,348.78	240.00	1,713.06	.....	1,390.92	1,337.43	84
Tunawaburg	3	2,064.10	.....	.....	.....	.....	.....	.....	.....	85

Presidential, Oct. 1, 1908.

In Government building.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Percent expense to gross receipts.	Remarks.
NEW YORK—continued.											
West Point.....	3	\$5,527.59	\$1,600.00	\$100.00	\$190.00	\$25.08	.....	\$1,916.06	\$3,611.51	35	
West Point.....	2	5,950.24	1,700.00	1,100.00	285.50	63.78	\$4,875.78	7,945.06	5,950.24	89	
White Plains.....	2	5,950.81	1,700.00	1,100.00	208.00	10.28	.....	1,927.28	4,023.53	32	
White Plains.....	2	14,153.68	2,400.00	2,000.00	590.00	110.82	.....	5,010.32	9,143.36	35	
White Plains.....	2	2,544.14	1,100.00	.....	128.30	5.12	.....	2,233.42	1,310.72	48	
Whiteboro.....	2	9,149.54	2,000.00	600.00	157.00	24.00	.....	2,781.00	6,368.54	30	
Whiteboro.....	2	6,149.54	1,100.00	300.00	130.00	1.88	.....	1,534.98	4,614.56	66	
Whiteboro.....	2	2,337.89	1,200.00	200.00	116.00	1.84	.....	1,517.84	804.05	65	
Whiteboro.....	2	2,322.87	1,200.00	200.00	215.15	8.52	.....	1,738.67	2,532.87	41	
Wolcott.....	2	4,271.34	1,500.00	.....	150.00	15.60	.....	1,665.60	1,251.68	87	
Wolcott.....	2	2,917.28	1,100.00	.....	132.15	2.72	.....	1,224.88	1,749.09	62	
Worcester.....	2	1,983.97	1,100.00	.....	120.60	428.28	14,793.78	25,832.06	22,765.06	54	
Yonkers.....	1	49,698.32	3,100.00	6,490.00	2,120.60	.....	.....	.....	.....	.....
Total.....	.....	13,432,542.92	576,976.65	3,412,965.82	278,608.18	129,134.64	2,779,179.29	6,176,864.58	7,255,678.34	46	
NORTH CAROLINA.											
Ashville.....	2	25,288.06	2,600.00	3,900.00	.....	180.25	5,198.00	11,879.85	18,408.21	47	In Government building.
Biltmore.....	2	2,081.90	1,100.00	.....	31.35	5.92	.....	1,137.27	944.63	55	
Burlington.....	3	3,797.57	1,500.00	100.00	213.90	10.01	.....	1,823.91	1,973.66	48	Mail bags 25 cents.
Chapel Hill.....	3	8,442.73	1,500.00	150.00	130.75	6.48	.....	1,787.23	1,555.50	52	
Charlotte.....	2	94,843.33	2,800.00	8,924.00	.....	210.19	5,508.02	12,442.21	22,401.12	36	In Government building.
Concord.....	2	5,282.33	1,700.00	350.00	334.00	15.76	.....	2,399.76	2,882.57	45	
Durham.....	2	14,547.09	2,400.00	2,100.00	1,000.00	52.30	2,623.60	8,181.99	6,365.10	56	
Edenton.....	2	3,268.69	1,300.00	150.00	155.00	12.48	.....	1,617.48	1,649.21	50	
Elizabeth City.....	3	5,618.46	1,700.00	100.00	206.00	33.92	.....	2,139.92	3,478.54	38	
Fayetteville.....	3	7,654.01	1,900.00	400.00	847.85	24.32	.....	2,672.17	4,981.84	35	
Gastonia.....	3	8,470.70	1,400.00	70.00	118.00	6.48	.....	1,594.48	1,876.22	46	
Goldboro.....	3	8,095.96	1,900.00	1,000.00	420.00	35.44	.....	3,355.44	4,740.52	41	
Greensboro.....	2	21,775.63	2,500.00	1,938.00	.....	72.52	5,568.87	9,079.99	12,695.64	42	Do.
Greensville.....	2	2,846.41	1,200.00	200.00	147.15	10.73	.....	1,557.87	1,288.54	55	
Henderson.....	3	4,722.82	1,600.00	300.00	206.00	14.80	.....	1,920.80	2,801.92	41	
Hendersonville.....	3	2,609.32	1,100.00	100.00	174.00	7.92	.....	1,581.92	1,027.40	61	
Hickory.....	3	4,812.10	1,500.00	100.00	288.00	7.52	.....	1,865.52	2,946.58	44	
Hickory.....	3	5,947.82	1,700.00	150.00	291.92	7.36	.....	2,149.28	3,798.54	36	
Kinston.....	3	4,269.54	1,400.00	300.00	298.00	14.96	.....	2,212.96	2,056.58	52	
Kinston.....	3	1,159.54	500.00	10.00	84.49	1.92	.....	516.41	612.13	47	Presidential Jan. 1, 1897.
Laurinburg.....	3	1,744.67	825.00	800.00	60.00	2.72	.....	1,187.72	556.95	68	Presidential Oct. 1, 1896.
Lenoir.....	3	1,531.67	1,200.00	350.00	146.00	6.00	.....	1,702.00	829.67	67	
Washington.....	3	2,419.83	1,200.00	30.00	121.00	6.00	.....	1,337.00	1,082.83	56	
Monroe.....	3	8,227.14	1,400.00	360.00	238.46	7.38	.....	2,000.82	1,226.32	62	

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
OHIO.											
Ada.....	3	86,500.56	\$1,800.00	.....	\$240.09	\$10.32	.....	\$2,050.32	84,450.24	33	
Akron.....	1	91,256.32	3,300.00	\$11,036.78	2,730.77	774.49	815,593.36	34,240.40	57,015.92	33	
Alliance.....	2	13,122.40	2,400.00	1,800.00	900.00	79.78	8,625.71	8,895.47	4,316.93	67	
Ashtabula.....	2	13,102.11	2,300.00	1,600.00	840.00	18.32	.....	4,258.32	8,843.79	33	
Ashland.....	2	14,684.91	2,400.00	3,700.00	975.00	59.04	4,681.57	11,065.61	3,619.30	75	
Athens.....	2	8,951.73	2,000.00	1,293.67	500.00	84.72	.....	1,695.85	7,255.88	43	
Barberton.....	3	3,168.81	1,500.00	30.00	153.97	6.88	.....	1,695.85	1,472.96	54	
Barnesville.....	3	5,618.36	1,700.00	800.00	183.00	15.52	.....	2,198.52	3,419.84	39	
Batavia.....	3	2,119.50	1,000.00	120.00	132.00	6.16	.....	1,278.16	8,841.84	60	
Bedford.....	3	3,711.04	1,400.00	.....	176.08	7.60	.....	1,583.68	2,127.36	43	
Bellaire.....	2	8,627.30	2,100.00	1,400.00	500.00	60.53	.....	4,060.53	4,566.77	47	
Bellefontaine.....	2	9,805.11	2,200.00	1,600.00	610.00	43.02	8,515.66	7,968.68	1,836.43	81	
Bellevue.....	3	5,316.92	1,800.00	200.00	396.00	16.24	.....	2,412.24	3,904.68	33	
Berea.....	3	5,016.79	1,700.00	.....	308.00	15.28	.....	2,023.28	2,993.51	40	
Blanchester.....	3	2,711.65	1,100.00	100.00	141.00	6.64	.....	1,350.64	1,361.01	50	
Blount.....	3	2,865.54	1,100.00	150.00	166.00	2.80	.....	1,418.80	1,446.74	50	
Bowling Green.....	3	8,113.54	1,900.00	100.00	460.00	25.12	.....	2,485.12	5,628.42	31	Presidential, Jan. 1, 1897.
Bradner.....	3	911.37	500.00	.....	29.33	1.68	.....	531.01	380.36	58	
Bridgeport.....	3	6,213.51	1,800.00	200.00	200.53	22.80	.....	2,223.33	3,990.18	36	
Bryan.....	3	7,701.48	1,800.00	100.00	360.00	15.20	.....	2,275.20	5,426.28	30	
Bucyrus.....	3	10,204.68	2,200.00	1,485.00	480.00	36.61	8,499.83	7,711.44	2,483.24	76	
Cadiz.....	3	4,736.96	1,700.00	600.00	358.00	15.68	.....	2,673.68	2,063.28	56	
Caldwell.....	2	2,936.88	1,200.00	250.00	103.40	7.70	.....	1,561.10	1,375.78	53	Mail bags, 10 cents.
Cambridge.....	2	9,811.77	2,100.00	1,200.00	530.00	29.88	.....	3,859.88	5,451.89	41	
Camden.....	2	2,924.08	1,300.00	.....	142.31	3.84	.....	1,446.15	1,487.93	49	
Canaan.....	3	6,056.07	1,800.00	150.00	246.00	18.00	.....	2,214.00	3,844.07	37	
Canton.....	3	57,736.04	3,200.00	9,576.90	.....	634.38	17,802.43	31,213.70	26,522.34	54	In Government building.
Cardington.....	1	2,922.48	1,400.00	.....	135.70	1.68	.....	1,537.38	1,385.10	53	
Carey.....	3	2,649.55	1,200.00	200.00	208.00	5.76	.....	1,613.76	1,035.79	61	
Carrollton.....	3	2,616.94	1,200.00	200.00	132.90	4.40	.....	1,537.30	1,079.64	59	
Celina.....	3	4,534.19	1,600.00	400.00	276.25	16.48	.....	2,292.73	2,241.46	50	
Chagrin Falls.....	3	3,565.80	1,500.00	200.00	263.10	7.60	.....	1,970.70	1,595.10	55	
Chardon.....	2	2,802.09	1,300.00	150.00	224.18	3.44	.....	1,677.62	1,124.47	60	
Chicago.....	3	2,650.33	1,200.00	100.00	210.00	4.72	.....	1,514.72	1,135.60	57	
Chillicothe.....	2	19,070.42	2,500.00	2,700.00	1,000.00	99.22	5,524.21	11,233.43	7,246.99	63	
Cincinnati.....	2	1,073,940.33	6,000.00	194,385.76	2,998.40	11,223.01	.....	423,961.06	654,979.27	39	Do.
Cincinnati.....	2	9,647.60	2,200.00	1,400.00	500.00	59.84	.....	4,196.84	5,450.76	43	Do.
Circleville.....	1	702,490.96	2,200.00	115,613.45	2,850.00	6,830.19	167,224.91	297,618.55	404,872.41	42	
Cleveland.....	2	4,354.47	1,600.00	200.00	286.00	12.08	.....	2,104.08	2,249.39	48	
Clyde.....	3	2,213.40	1,100.00	.....	194.00	8.64	.....	1,304.64	908.76	59	
Collinswood.....	3	8,249.23	1,600.00	200.00	175.00	7.44	.....	1,882.44	1,866.79	53	

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
OHIO—continued.											
Lebanon.....	3	\$6,476.41	\$1,800.00	\$600.00	\$234.04	\$13.08	.....	\$2,647.72	\$2,822.09	41	In Government building.
Leotaona.....	3	3,685.89	1,500.00	.....	227.00	12.40	.....	1,789.40	1,846.49	47	
Leipsic.....	3	2,972.52	2,800.00	80.00	247.85	7.76	.....	1,635.61	1,336.91	55	
Lima.....	2	32,680.48	2,800.00	4,100.00	.....	255.92	\$7,304.37	14,439.69	18,240.79	44	
Linton.....	3	6,207.11	1,800.00	150.00	260.00	19.52	.....	2,229.52	3,977.59	36	
Lockland.....	3	6,887.85	1,800.00	.....	162.60	9.92	.....	1,972.52	4,915.33	29	
Logan.....	3	4,673.50	1,600.00	500.00	257.20	17.76	.....	2,374.96	2,298.54	41	
London.....	3	6,635.90	1,800.00	30.96	410.00	30.96	.....	2,780.96	3,854.94	51	
Lorain.....	2	11,845.42	2,400.00	2,122.31	600.00	84.55	.....	8,357.77	3,537.77	70	
Loudonville.....	3	2,816.84	1,300.00	.....	192.10	4.80	3,150.79	1,496.90	1,119.94	57	
Louisville.....	3	1,901.25	1,100.00	120.00	160.00	4.24	.....	1,264.24	637.01	67	
McComb.....	3	2,657.41	1,100.00	.....	170.96	2.43	.....	1,393.46	663.95	68	
McConnellsville.....	3	2,969.82	1,400.00	160.00	220.00	7.12	.....	1,787.12	1,202.70	60	
Madison.....	3	2,185.89	1,100.00	80.00	193.82	8.12	.....	1,376.94	908.95	63	
Manchester.....	3	2,130.74	1,100.00	150.00	134.25	7.99	.....	1,392.21	788.53	65	
Mansfield.....	1	40,258.92	3,000.00	5,900.00	1,000.00	204.07	7,770.07	17,874.14	22,384.78	44	
Marion.....	2	20,346.59	2,500.00	2,700.00	750.00	120.49	4,577.93	10,648.39	9,698.20	52	
Marion.....	2	17,789.49	2,500.00	2,200.00	675.00	74.51	4,578.39	10,027.90	7,761.59	56	
Martins Ferry.....	3	4,387.79	1,600.00	150.00	200.00	26.00	.....	1,978.00	2,411.79	45	
Marysville.....	3	6,030.92	1,900.00	200.00	410.00	12.72	.....	2,422.72	3,608.20	40	
Meselson.....	3	13,823.49	2,400.00	2,200.00	938.37	78.13	4,625.30	10,238.86	3,586.64	73	
Mechanicsburg.....	3	3,343.34	1,400.00	.....	255.00	6.08	.....	1,623.08	1,717.25	49	
Melina.....	3	6,535.12	1,900.00	400.00	251.25	10.43	.....	2,563.48	3,971.64	39	
Miamaburg.....	3	4,967.13	1,700.00	.....	220.00	16.89	.....	1,783.13	2,884.00	42	
Middleport.....	3	3,428.45	1,500.00	.....	286.00	12.94	.....	1,783.13	1,645.32	45	
Middletown.....	2	20,212.17	2,700.00	3,400.00	600.00	73.41	4,375.23	12,483.94	9,018.23	52	
Millersburg.....	3	5,683.28	1,500.00	800.00	253.84	6.64	.....	2,862.18	1,821.10	52	
Minerva.....	3	2,808.78	1,500.00	.....	170.00	9.52	.....	1,276.18	1,532.60	55	
Monroe.....	3	2,118.14	1,200.00	50.00	146.00	3.24	.....	1,383.24	718.90	64	
Montpelier.....	3	2,586.83	1,200.00	200.00	184.00	2.74	.....	2,092.24	1,494.59	58	
Mount Vernon.....	3	2,392.78	1,600.00	.....	216.00	3.74	.....	2,412.26	1,980.52	41	
Mount Vernon.....	3	10,772.98	2,500.00	1,600.00	268.10	121.07	2,631.24	7,182.31	3,590.67	67	
Mount Vernon.....	3	4,678.18	1,500.00	100.00	220.00	11.84	.....	1,897.70	2,780.48	33	
National Military Home.....	3	3,398.59	1,500.00	200.00	220.00	9.60	.....	1,411.84	1,986.75	59	
Nelsonville.....	3	8,748.85	2,500.00	2,800.00	800.00	106.10	7,064.50	13,236.96	4,512.08	74	
Newark.....	3	17,963.65	2,500.00	2,800.00	155.00	2.96	.....	1,457.04	1,232.61	54	
New Carlisle.....	3	2,680.87	1,100.00	200.00	80.00	6.88	.....	1,394.08	1,286.79	58	
New Concord.....	3	2,632.86	1,100.00	100.00	190.25	12.28	.....	1,603.53	1,029.33	54	
New Lexington.....	3	2,877.28	1,300.00	100.00	179.77	7.12	.....	1,866.88	2,219.11	46	
New London.....	3	4,106.00	1,500.00	200.00	179.77	7.12	.....	1,866.88	2,219.11	46	

Mail bags, 20 cents.

In Government building.

New Philadelphia	2	8,243.53	2,000.00	900.00	418.75	33.47	.....	3,352.23	4,891.31	41
New Richmond	3	2,809.55	1,200.00	200.00	124.85	8.56	.....	1,535.41	1,076.14	59
North	3	6,548.88	1,800.00	90.00	323.05	28.24	.....	2,241.29	4,307.54	34
North Ambler	3	1,839.49	1,000.00	15.00	186.50	4.32	.....	1,188.83	750.67	61
North Baltimore	2	4,635.72	2,400.00	50.00	259.80	9.12	.....	1,918.92	2,616.80	43
Northwalk	2	14,781.72	2,400.00	2,000.00	750.00	58.62	3,800.15	8,708.77	6,072.95	59
Oak Harbor	3	2,159.57	1,100.00	.....	194.00	4.08	.....	1,300.08	850.49	60
Oakman	3	12,870.08	2,300.00	1,800.00	650.00	105.59	3,594.31	8,279.90	4,490.18	65
Ottawa	3	3,582.34	1,500.00	200.00	284.00	10.56	.....	2,064.56	2,015.42	51
Oxford	3	5,017.37	1,700.00	200.00	318.00	8.24	.....	2,011.72	1,570.63	56
Painesville	2	19,126.39	2,500.00	2,000.00	550.00	55.77	2,698.64	7,732.41	2,780.25	45
Paulding	3	4,013.32	1,500.00	.....	245.51	6.32	.....	1,751.83	11,393.98	40
Perrysburg	3	1,506.38	750.00	.....	101.20	3.28	.....	854.48	651.90	44
Piquet	2	21,731.68	2,700.00	3,400.00	1,200.00	77.89	6,247.20	12,625.09	9,100.59	37
Plain City	2	2,268.33	1,200.00	.....	157.20	3.44	.....	1,360.64	907.69	58
Plymouth	3	2,412.28	1,800.00	.....	220.00	2.88	.....	1,522.88	880.40	63
Pomery	3	4,742.15	1,700.00	300.00	264.00	10.48	.....	2,268.48	2,475.87	48
Port Clinton	3	3,280.56	1,400.00	.....	222.00	6.32	.....	1,528.32	1,452.24	54
Portsmouth	2	21,143.91	2,000.00	3,224.00	164.00	90.06	6,094.80	11,938.86	9,205.05	56
Prospect	3	1,889.23	1,000.00	1,200.00	400.00	1.92	.....	1,165.92	723.31	62
Ravenna	2	9,328.69	2,100.00	.....	95.73	5.44	.....	5,730.33	5,068.88	40
Richwood	3	2,784.88	1,300.00	.....	277.00	10.80	.....	1,401.17	1,858.71	50
Ripley	3	3,647.35	1,400.00	50.00	.....	2.08	.....	1,737.60	1,908.55	45
Roseville	3	630.27	250.00	.....	17.50	4.48	.....	269.58	260.69	51
Sabino	3	1,937.46	1,000.00	.....	165.99	4.48	.....	1,170.47	786.99	60
Saint Clairsville	3	3,201.36	1,400.00	200.00	150.00	7.20	.....	1,757.20	1,444.16	55
Saint Mary	3	6,431.03	1,800.00	200.00	390.08	17.36	.....	2,407.44	4,023.59	37
Saint Paris	3	2,620.98	1,100.00	40.00	165.00	3.20	.....	1,306.20	1,312.78	50
Salem	2	15,457.74	2,500.00	2,275.00	600.00	66.53	3,503.02	8,947.55	6,510.19	58
Sallenville	2	2,043.02	1,100.00	3,600.00	136.48	8.08	.....	1,344.56	968.47	56
Sandusky	2	26,580.12	2,700.00	.....	120.00	3.84	6,903.38	15,417.54	12,132.58	52
Selo	3	2,329.95	1,100.00	120.00	174.00	3.84	.....	1,245.84	983.11	53
Shelby	3	2,016.00	1,000.00	30.00	350.00	6.40	.....	1,210.40	836.60	50
Shirley	3	9,258.91	1,800.00	140.00	610.00	19.76	.....	2,509.76	6,949.15	32
Shirley Charleston	2	12,181.00	2,300.00	1,691.58	92.50	55.15	2,570.30	7,407.03	4,743.97	61
Spainville	3	2,140.44	1,200.00	.....	186.80	4.16	.....	1,296.68	1,045.73	61
Spangerville	3	2,694.24	1,400.00	40.00	100.00	59.18	15,331.22	1,631.68	60,958.94	97
Springfield	1	95,332.80	3,300.00	15,622.89	541.39	169.30	35,443.90	35,443.90	60,958.94	97
Stollenville	2	17,486.65	2,300.00	2,700.00	233.75	72.46	6,185.38	13,483.84	5,083.81	75
Tiffin	2	6,906.50	2,300.00	2,900.00	233.75	72.46	.....	11,531.64	5,083.81	69
Tipton	3	3,285.13	1,800.00	.....	350.00	1,600.72	.....	1,831.47	1,461.66	54
Tiptonville	3	272,054.98	2,300.00	45,067.97	1,323.00	7.12	62,719.02	114,987.15	169,277.32	42
Tolono	3	12,053.68	1,200.00	.....	222.00	.....	.....	1,490.12	1,523.74	48
Toronto	2	12,653.68	2,400.00	2,500.00	600.00	.....	2,680.30	8,190.30	5,531.38	90
Troy	3	4,390.32	1,600.00	120.00	231.00	11.20	.....	2,072.30	2,327.68	47
Upperville	3	5,590.40	1,700.00	200.00	251.19	.....	.....	2,170.39	3,400.11	39
Upper Sandusky	2	15,543.88	2,400.00	1,815.30	448.05	50.42	2,648.59	7,993.98	5,890.52	59
Utama	2	10,690.50	2,300.00	1,600.00	300.00	40.34	.....	1,440.34	6,559.16	38
Vanderburgh	3	1,835.53	1,000.00	1,100.00	81.58	4.08	.....	1,183.58	651.95	64
Wadsworth	3	2,747.40	1,500.00	.....	133.17	4.48	.....	1,637.65	2,108.95	44
Wapakoneta	3	5,555.40	1,700.00	350.00	351.00	14.00	.....	2,415.00	3,140.40	43

Presidential, Oct. 1, 1890.

In Government building.

Presidential, Apr. 1, 1897.

In Government building.

Do.

Do.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
OHIO—continued.											
Warren.....	2	\$17,065.86	\$2,500.00	\$2,224.00	\$450.00	\$86.11	\$3,503.09	\$6,963.20	\$3,102.16	53	
Washington.....	3	11,513.04	2,300.00	1,900.00	400.00	58.55	2,643.29	7,301.84	4,211.20	63	
Wanecon.....	2	4,219.25	1,600.00	150.00	320.00	6.32		2,076.32	2,142.93	49	
Waverly.....	3	2,792.39	1,300.00	200.00	194.00	7.76		1,701.76	1,090.63	61	
Wallington.....	3	5,632.18	1,700.00	80.00	311.63	12.00		2,103.62	3,718.56	36	
Wellsion.....	3	5,852.78	1,800.00	150.00	280.00	11.36		2,250.36	3,102.42	43	
Wellsville.....	3	7,116.11	1,800.00	150.00	400.00	28.00		2,368.00	4,728.11	34	
Westerville.....	3	3,611.88	1,400.00	100.00	218.08	7.68		1,725.76	1,886.12	48	
West Liberty.....	3	3,215.66	1,600.00	100.00	293.25	4.32		1,997.57	2,218.09	47	
Weston.....	3	2,107.28	1,000.00	.....	108.00	1.76		1,109.76	997.53	53	
Willoughby.....	3	3,272.02	1,500.00	60.00	234.00	9.20		1,803.20	1,469.82	55	
Wilmington.....	3	6,475.54	1,800.00	800.00	416.64	24.56		2,541.20	3,931.34	39	
Wootter.....	2	12,553.47	2,800.00	1,800.00	550.00	53.97	8,502.49	8,206.48	4,347.01	65	
Wyoming.....	3	1,099.16	500.00	20.00	87.00	7.28		614.28	484.88	56	
Xenia.....	3	12,245.48	2,300.00	1,900.00	570.63	95.83	3,531.47	8,391.92	3,853.56	69	
Yellow Springs.....	3	2,470.48	1,000.00	.....	94.00	5.92		1,099.92	1,370.56	45	
Youngstown.....	1	42,153.74	3,000.00	7,039.72	1,200.00	493.88	16,811.21	28,544.81	13,608.93	68	
Zanesville.....	1	42,943.53	3,000.00	6,599.45	1,600.00	430.81	10,280.22	21,910.48	21,033.05	51	
Total.....		4,186,707.80	382,100.00	603,230.15	76,843.72	30,339.11	809,762.06	1,862,285.03	2,304,422.77	45	
OKLAHOMA.											
Alva.....	3	2,231.37	1,200.00	120.00	147.82	3.84		1,471.16	790.21	66	
Edmond.....	3	2,089.62	1,100.00	200.00	174.00	1.80		1,474.80	614.82	71	
Elreno.....	2	7,219.24	2,000.00	1,000.00	61.00	22.26		3,094.26	4,134.98	43	
Enid.....	3	2,763.00	1,500.00	1,200.00	85.25	6.16		2,744.41	1,038.59	73	
Guthrie.....	2	12,307.97	2,300.00	2,000.00	700.00	29.99	3,485.04	8,515.08	3,792.94	69	
Hennessey.....	3	2,589.85	1,200.00	250.00	85.20	1.52		1,496.73	1,103.13	57	
Kingfisher.....	3	2,968.52	1,700.00	800.00	82.80	6.24		2,536.04	1,409.48	64	
Newkirk.....	3	2,651.06	1,200.00	400.00	213.01	4.56		1,817.57	833.49	69	
New Ponce.....	3	2,584.94	1,000.00	100.00	174.00	3.44		1,277.44	1,307.50	49	
Norman.....	3	4,096.40	1,500.00	.....	276.75	3.76		1,780.51	2,315.89	43	
Oklaoma.....	2	11,933.10	2,400.00	2,184.87	.....	29.44	2,625.36	7,239.39	4,693.71	61	
Pawnee.....	3	2,145.87	1,000.00	300.00	214.00	1.44		1,515.44	630.43	71	
Perry.....	3	6,486.99	1,800.00	400.00	1.00	11.92		2,312.92	3,253.07	40	
Pondoreck.....	3	2,713.75	1,100.00	200.00	165.00	7.73		1,466.73	1,247.02	54	
Shawnee.....	3	2,808.13	1,050.00	218.85	83.75	6.20		1,597.90	1,245.23	41	
Stillwater.....	3	2,532.72	1,300.00	200.00	202.56	2.43		1,703.07	1,185.05	60	
Tenmeach.....	3	2,111.95	1,100.00	240.00	178.00	1.18		1,420.48	690.87	67	
Total.....		74,063.68	24,350.00	9,814.52	2,716.63	145.89	6,110.43	43,127.46	30,936.43	58	

Presidential, Jan. 1, 1897.

Presidential, Oct. 1, 1898.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
PENNSYLVANIA—cont'd.											
Blairsville.....	3	\$4,489.57	\$1,600.00	\$150.00	\$251.21	\$19.92	.....	\$2,071.25	\$2,468.44	45	
Bloomburg.....	2	10,845.15	2,300.00	1,500.00	600.00	60.90	.....	4,460.90	6,384.25	41	
Bloomsburg.....	2	2,687.28	1,300.00	200.00	238.91	6.24	.....	1,743.15	944.13	63	
Boyleston.....	2	2,120.80	1,100.00	60.00	173.38	6.00	.....	1,339.38	791.42	63	
Bradford.....	2	11,728.18	2,400.00	1,852.00	800.00	131.79	\$3,502.63	5,786.47	2,941.71	75	
Bradford.....	2	27,907.57	2,700.00	3,900.00	1,037.50	174.24	6,048.55	18,860.25	14,047.32	50	
Bridgeport.....	2	1,988.03	1,000.00	.....	97.50	7.76	.....	1,102.26	4,835.77	55	
Bristol.....	3	7,084.20	1,900.00	250.00	260.00	30.40	.....	2,440.40	4,623.80	35	
Brookville.....	3	2,038.51	1,100.00	100.00	134.28	4.56	.....	1,338.84	8,468.73	68	
Brookville.....	3	6,218.67	1,800.00	600.00	235.04	25.44	.....	1,760.04	1,436.03	55	
Brownsville.....	3	3,196.97	1,500.00	.....	300.00	114.24	.....	9,114.24	6,029.71	28	
Bryn Mawr.....	2	11,143.95	2,400.00	700.00	637.50	100.84	4,331.00	9,469.34	6,841.44	58	
Butler.....	2	16,310.78	2,000.00	2,000.00	143.65	8.72	.....	1,352.37	1,398.21	49	
California.....	3	2,750.58	1,200.00	.....	198.50	20.32	.....	1,818.82	2,338.99	44	
Cambridgeboro.....	3	4,155.81	1,500.00	.....	225.00	21.28	.....	1,746.28	2,257.02	44	
Canonsburg.....	3	4,003.30	1,500.00	.....	231.85	7.61	.....	1,939.46	1,774.95	53	
Canon.....	2	8,664.41	2,300.00	200.00	750.00	58.87	3,315.95	8,188.78	5,799.68	68	
Carbondale.....	2	11,988.46	2,400.00	1,764.16	450.00	98.87	4,397.49	8,544.36	8,329.33	60	
Carlisle.....	2	12,873.69	2,400.00	2,200.00	450.00	42.96	.....	2,202.06	3,234.15	41	
Carnegie.....	3	5,437.11	1,700.00	.....	358.00	16.72	.....	2,104.72	2,873.74	41	
Catsauna.....	3	5,078.46	1,700.00	30.00	358.00	16.72	.....	1,437.30	5,989.36	59	
Catawissa.....	3	2,364.66	1,100.00	200.00	130.50	6.80	.....	9,884.44	5,980.42	61	
Chambersburg.....	3	15,366.86	2,400.00	1,900.00	700.00	58.02	4,323.43	2,085.69	2,720.83	48	
Charlert.....	3	4,756.62	1,700.00	25.00	297.66	13.03	.....	16,377.74	8,840.85	65	
Chester.....	2	25,258.59	2,700.00	3,500.00	306.37	164.01	9,707.46	1,264.24	1,068.35	54	
Chicoa.....	3	2,332.59	1,100.00	30.00	128.80	5.44	.....	2,625.36	3,048.96	39	
Clarion.....	3	5,674.33	1,800.00	450.00	390.00	15.36	.....	3,244.88	5,045.61	46	
Clearfield.....	2	8,290.49	2,000.00	900.00	550.00	53.87	.....	8,503.87	5,176.79	40	
Coatesville.....	2	8,680.66	2,000.00	1,600.00	390.00	47.95	3,969.09	8,307.04	4,510.61	65	
Columbia.....	3	12,916.65	2,300.00	.....	40.50	1.28	.....	791.78	125.00	87	Presidential, Oct. 1, 1896.
Conestoga.....	3	7,750.00	1,200.00	200.00	198.00	3.76	.....	1,601.76	774.46	67	
Conestoga.....	3	10,765.23	2,000.00	1,000.00	485.00	73.53	.....	3,568.53	7,196.90	33	
Conestoga.....	3	2,745.45	1,000.00	.....	198.00	3.76	.....	2,863.97	4,962.66	33	
Conestoga.....	3	7,846.63	1,800.00	300.00	238.45	28.52	.....	8,054.96	3,370.30	71	
Corry.....	2	11,425.06	2,300.00	1,700.00	460.13	67.40	3,527.34	2,882.03	2,882.03	44	
Coudersport.....	2	5,020.15	1,600.00	250.00	331.00	7.12	.....	1,983.72	1,700.40	54	
Curtinville.....	3	3,684.12	1,400.00	300.00	277.00	6.72	.....	1,983.72	1,700.40	54	
Danville.....	2	9,625.25	2,100.00	900.00	550.00	40.89	3,623.38	6,254.27	3,370.98	66	
Darby Station.....	2	3,919.68	1,100.00	.....	153.99	19.92	.....	1,273.91	1,645.77	44	
Derry Station.....	2	2,156.72	1,100.00	.....	190.59	12.00	.....	1,302.59	1,853.13	60	
Downingtown.....	3	3,255.69	1,300.00	300.00	175.00	11.68	.....	1,686.68	1,569.01	53	

Mail bags, 35 cents.

Mail bags, 15 cents.
In Government building.

Presidential, Oct. 1, 1896.

No. 10.—Gross receipts, expenses, and net revenues of Presidential post-offices for the fiscal year ended June 30, 1897—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
PENNSYLVANIA—cont'd.											
Irwin.....	3	\$6,179.90	\$1,700.00	\$50.00	\$358.00	\$28.64	\$2,184.64	\$4,045.16	26	Presidential, Oct. 1, 1894.
Jeannette.....	3	5,638.76	1,800.00	.....	380.00	38.48	.....	2,198.48	3,440.28	29
Jenkintown.....	3	7,496.86	1,900.00	.....	300.00	29.84	.....	2,226.84	5,269.01	30
Jermyn.....	3	1,586.08	750.00	.....	82.85	4.90	.....	847.45	6,988.58	55
Jersey Shore.....	3	4,089.56	1,500.00	.....	214.00	11.52	.....	1,725.52	2,364.04	42
Johnsonburg.....	3	3,941.68	1,400.00	248.00	11.04	1,660.04	2,281.64	42	In Government building.
Johnstown.....	2	23,956.57	2,700.00	3,041.06	900.00	191.32	\$10,709.59	17,541.97	11,414.60	61	
Kane.....	3	8,251.55	1,900.00	150.00	400.00	22.20	.....	2,473.20	7,788.35	30
Kennett Square.....	3	5,111.24	1,600.00	200.00	285.53	7.36	.....	2,063.86	3,047.88	40
Kingston.....	3	4,489.78	1,500.00	150.00	353.53	18.40	.....	1,971.90	1,517.88	57
Kittanning.....	3	10,019.76	2,000.00	900.00	456.06	69.24	3,425.29	6,594.47	34	In Government building.
Kutztown.....	2	3,109.56	1,400.00	200.00	186.00	4.24	.....	1,802.24	1,307.32	58
Lancaster.....	2	62,376.44	2,200.00	9,386.32	.....	694.57	12,990.77	26,127.66	36,248.78	42
Lansdale.....	3	4,697.89	1,600.00	300.00	186.55	19.44	.....	2,114.99	2,582.40	45
Lansdowne.....	3	4,152.57	1,600.00	.....	254.04	31.20	.....	1,915.24	2,278.33	45
Lansford.....	3	2,976.27	1,300.00	147.00	7.60	1,454.60	1,521.67	49	In Government building.
Lebanon.....	3	7,901.34	1,900.00	300.00	350.00	37.92	.....	2,587.92	4,413.42	37
Lehigh.....	2	13,532.62	2,600.00	2,700.00	900.00	77.74	7,023.57	18,301.31	6,281.31	68	
Lehighburg.....	3	3,878.15	1,500.00	60.00	204.00	16.00	.....	1,780.00	2,198.15	45
Leighton.....	3	3,832.86	1,500.00	100.00	280.00	14.48	.....	1,904.48	2,027.88	48
Lewistown.....	3	7,423.53	2,100.00	1,000.00	260.00	45.12	3,605.12	3,320.71	40	In Government building.
Lewistown.....	3	7,119.79	1,800.00	831.00	466.45	25.60	.....	2,714.25	4,702.54	37
Lima.....	3	9,578.82	1,800.00	150.00	121.05	4.72	.....	1,921.53	6,057.40	24
Littitz.....	3	2,633.85	1,100.00	.....	120.00	4.00	.....	1,374.72	1,188.93	54
Littstown.....	3	14,060.80	2,000.00	.....	753.80	105.14	8,518.43	5,761.80	8,722.90	57
Lockhaven.....	3	7,714.77	2,000.00	2,000.00	773.80	4.00	5,786.52	5,362.45	63	In Government building.
Luzerne.....	3	3,714.73	1,300.00	50.00	158.98	4.40	.....	1,113.38	1,801.35	52
Malvern.....	3	2,293.04	1,000.00	.....	262.85	18.49	.....	1,284.85	1,008.19	55
McDonald.....	3	2,131.66	1,500.00	8.00	322.11	18.48	.....	1,815.48	2,416.36	73
McKeesport.....	3	2,827.50	2,600.00	8,668.00	625.11	213.98	9,692.26	17,904.73	1,914.06	49	
McMurry City.....	3	6,559.93	2,100.00	1,400.00	413.12	27.12	5,499.22	7,318.22	2,043.28	77	In Government building.
Mahesh City.....	3	2,640.40	2,200.00	1,400.00	175.00	7.19	.....	1,580.12	2,560.28	60
Martinsburg.....	3	4,986.53	1,500.00	200.00	246.45	7.52	.....	1,965.96	1,020.48	46
Martinsville.....	3	8,988.47	1,500.00	200.00	200.25	15.76	.....	1,945.96	1,042.50	45
Marysville.....	3	2,694.52	1,100.00	.....	110.00	2.32	.....	1,212.82	1,481.70	45
Mauch Chunk.....	3	7,697.53	1,900.00	295.00	342.00	24.80	2,432.82	5,264.71	33	In Government building.
Medanville.....	3	26,133.33	2,700.00	8,946.73	1,200.00	121.73	5,302.58	13,250.82	12,882.50	53	
Mechanicsburg.....	3	8,337.53	2,000.00	1,200.00	400.00	37.44	.....	3,637.44	4,700.14	41
Media.....	3	10,423.66	2,100.00	1,600.00	695.00	61.42	2,680.40	8,617.82	2,411.84	67	
Merger.....	3	5,010.42	1,700.00	400.00	240.00	15.96	2,354.96	2,655.46	47	

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Marshallburg	1,300.00	100.00	155.14	4.82	1,482.46	1,233.17	54
Marysville	1,500.00	200.00	200.25	10.48	1,910.73	1,503.43	56
Middleton	1,900.00	200.00	200.48	24.88	2,255.23	3,035.92	38
Mifflinburg	1,300.00	100.00	180.00	4.72	1,584.72	1,106.46	59
Mifflintown	1,200.00	182.50	180.00	6.20	1,554.30	1,111.23	58
Mifflin	1,100.00	180.00	72.00	11.52	1,334.12	820.23	62
Millersburg	1,400.00	100.00	183.40	9.04	1,672.44	1,489.04	53
Millersville	1,000.00	120.00	72.00	6.44	1,197.44	372.01	76
Millon	2,300.00	1,000.00	600.00	24.56	4,434.56	3,363.31	41
Minersville	1,500.00	200.00	252.14	10.64	1,962.78	1,890.19	51
Minersville	1,700.00	150.00	341.50	81.68	2,223.18	2,312.09	49
Montgomery	1,100.00	165.50	165.50	8.76	1,269.26	905.85	58
Montgomery	1,750.00	22.50	87.50	1.52	1,861.52	787.82	52
Montrose	1,700.00	400.00	283.00	12.88	2,385.88	2,814.76	46
Mount Carmel	2,000.00	1,000.00	416.00	40.80	3,456.80	4,542.90	43
Mount Jewett	825.00	80.00	132.76	1.44	988.19	575.81	63
Mount Joy	1,300.00	100.00	272.57	10.80	1,450.88	1,555.88	48
Muncy	1,700.00	100.00	140.08	17.68	2,090.25	3,082.45	41
Myersville	1,500.00	248.18	248.18	7.84	1,784.02	1,180.54	45
Natirake	1,100.00	65.50	184.00	5.28	1,301.28	1,028.64	56
Natirake	1,000.00	200.00	331.00	12.88	2,143.88	2,605.96	45
Nazareth	1,200.00	22.50	65.50	8.64	1,074.14	964.24	53
New Bethlehem	1,100.00	200.00	166.00	7.84	1,396.34	1,224.46	53
New Bloomfield	1,000.00	154.00	154.00	6.00	1,460.00	944.46	61
New Brighton	2,000.00	700.00	104.88	2.56	1,107.44	789.09	58
Newcastle	2,000.00	2,800.00	64.76	64.76	3,054.76	5,143.57	37

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
PENNSYLVANIA—cont'd.											
Plymouth.....	3	\$4,319.13	\$1,800.00	\$60.00	\$383.75	\$17.92	.....	\$2,241.67	\$4,077.46	35	
Port Allegany.....	3	3,110.39	1,400.00	150.00	175.00	6.08	.....	1,731.08	1,376.31	56	
Pottstown.....	3	16,030.74	2,700.00	2,094.00	800.00	95.09	\$4,376.83	9,708.62	5,262.12	66	
Pottsville.....	2	27,868.86	2,400.00	3,500.00	950.00	130.82	8,754.53	16,093.35	11,833.51	58	
Punxsutawney.....	2	5,998.24	1,700.00	400.00	338.00	17.68	.....	2,475.68	3,522.56	41	
Quakertown.....	3	2,016.70	1,000.00	150.00	129.75	6.80	.....	1,266.56	730.15	64	
Reading.....	3	84,731.52	3,300.00	13,120.00	.....	709.10	29,130.18	46,259.28	38,472.24	55	
Renovo.....	1	4,764.84	1,600.00	.....	331.00	16.40	.....	1,947.40	2,817.44	41	
Reynoldsville.....	3	3,928.36	1,500.00	.....	260.00	9.84	.....	1,769.84	2,158.52	45	
Ridgway.....	3	2,206.74	1,000.00	50.00	122.57	6.56	.....	1,179.13	1,027.61	53	
Rochester.....	3	6,397.21	2,100.00	367.23	475.00	23.26	.....	2,965.49	5,431.72	36	
Roysersford.....	3	6,529.37	1,800.00	140.00	240.32	42.88	.....	2,221.20	4,308.17	34	
Saint Marys.....	3	7,063.29	1,800.00	.....	266.00	12.60	.....	2,078.80	4,984.49	29	
Salesburg.....	3	3,791.51	1,400.00	.....	187.25	9.28	.....	1,594.53	2,196.98	43	
Sayre.....	3	3,672.77	1,400.00	100.00	123.49	8.64	.....	1,568.48	2,104.29	40	
Schuylkill Haven.....	3	4,912.27	1,300.00	.....	254.00	14.48	.....	1,532.13	2,380.64	40	
Scottsdale.....	3	2,825.26	1,300.00	.....	188.00	9.60	.....	1,497.60	1,327.66	53	
Scranton.....	3	122,593.58	3,300.00	15,048.00	390.00	767.11	35,605.68	64,620.79	67,972.79	37	Do.
Selinsgrove.....	1	2,946.10	1,300.00	267.50	180.00	7.52	.....	1,775.02	1,171.08	60	
Sevierley.....	3	5,691.04	1,700.00	.....	180.95	64.80	.....	1,945.75	3,745.29	34	
Shamokin.....	3	15,631.81	2,400.00	2,067.98	551.25	53.70	5,294.73	10,417.71	5,214.10	67	
Sharon.....	3	11,268.44	2,300.00	1,500.00	600.00	57.26	3,566.24	7,863.50	3,304.94	71	
Sharpsburg.....	3	4,523.11	1,600.00	.....	256.00	45.38	.....	1,901.36	2,622.75	43	
Sharpsville.....	3	2,637.75	1,300.00	.....	142.30	9.36	.....	1,451.56	1,006.19	69	
Shenfield.....	3	2,772.68	1,400.00	60.00	222.00	3.53	.....	1,983.52	1,077.06	81	
Shenandoah.....	3	4,864.61	2,100.00	1,100.00	600.00	12.00	.....	3,124.65	1,739.96	82	
Shippensburg.....	3	6,836.02	1,900.00	600.00	259.50	17.78	.....	2,777.26	4,058.76	40	
Slatington.....	3	5,172.06	1,500.00	.....	284.00	13.82	.....	1,643.82	3,528.24	36	
Slipperyrock.....	3	3,714.21	1,500.00	10.00	32.00	3.60	.....	1,543.60	2,170.61	45	
Smithport.....	3	5,183.11	1,400.00	.....	260.00	8.98	.....	1,068.64	3,774.47	50	
South Bethlehem.....	3	17,023.87	2,500.00	200.00	227.50	13.88	.....	2,038.84	4,985.03	41	
Spring City.....	3	8,164.59	1,600.00	2,172.00	643.51	87.60	5,027.13	10,420.29	6,744.30	61	
Spring College.....	3	3,691.66	1,500.00	.....	291.40	7.20	.....	1,658.61	2,033.05	53	
Steelton.....	3	8,070.46	2,000.00	22.50	124.75	5.44	.....	1,639.61	6,430.85	43	
Stewart.....	3	5,732.23	1,800.00	1,020.00	175.00	43.04	.....	2,510.04	3,222.19	44	
Stroud.....	3	10,144.84	2,100.00	1,300.00	175.27	72.44	.....	3,984.73	6,159.45	39	
Swatara.....	3	5,174.84	1,700.00	1,400.00	383.00	65.08	3,472.16	1,702.68	43	
Swarthmore.....	3	2,807.96	1,300.00	178.00	17.39	1,465.20	1,312.76	53	

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Tamaqua	5,354.08	1,700.00	120.00	394.00	18.87	2,183.82	8,220.18	40
Tarantum	4,821.80	1,800.00	304.00	2,585.82	44	
Tarleton	3,072.12	1,600.00	.....	286.80	26.80	2,585.82	58
Tidona	4,525.43	1,800.00	.....	281.50	7.94	2,454.98	46
Tioga	3,197.06	2,300.00	300.00	750.00	80.45	10,407.17	61	
Tioga	10,917.44	2,300.00	2,700.00	500.00	83.38	6,889.88	64	
Tioga	3,854.83	1,500.00	1,500.00	304.00	4.64	6,985.18	53	
Town	4,557.05	1,600.00	200.00	240.00	10.16	2,008.64	45	
Town	4,443.81	250.00	.....	43.50	3.12	2,050.76	45
Town	23,390.17	4,000.00	2,453.89	750.00	125.27	2,968.62	55	
Town	8,039.81	1,700.00	200.00	301.75	13.68	8,060.08	35	
Union City	12,171.75	2,300.00	1,700.00	500.00	84.41	5,821.43	28	
Uniontown	1,591.70	750.00	.....	83.35	10.56	8,488.40	66
Verona	2,817.02	3,700.00	8,200.00	1,000.00	4.67	843.81	53	
Washington	18,725.78	2,400.00	2,700.00	700.00	168.52	11,129.01	38	
Washington	3,222.74	1,500.00	200.00	200.00	10.40	11,323.78	57	
Wayne	6,452.38	1,700.00	200.00	298.00	48.40	1,810.40	56	
Wayne	3,813.87	1,000.00	1,100.00	500.00	19.90	2,046.40	32	
Waynesboro	4,680.79	1,700.00	1,500.00	258.00	18.08	3,719.90	34	
Waynesburg	3,055.97	1,100.00	.....	177.00	6.80	2,083.80	51
Weatherly	7,179.01	1,800.00	300.00	360.00	14.32	2,772.17	62	
Wellburg	24,003.01	2,600.00	8,500.00	1,050.00	122.82	2,474.32	53	
West Chester	3,129.85	1,100.00	200.00	198.00	5.94	10,771.37	34	
Westfield	2,104.08	3,100.00	1,300.00	220.00	7.01	1,501.04	44	
West Newton	3,419.08	1,500.00	40.00	224.00	19.38	3,627.01	70	
Whitehaven	2,597.19	1,300.00	30.00	164.00	5.60	1,783.96	43	
Wilkesbarre	61,916.17	3,200.00	9,106.67	1,863.20	531.80	2,335.72	54	
Williamsport	.....	.....	.....	.....	.....	1,401.60	54

Presidential, Apr. 1, 1897.

Presidential, Oct. 1, 1898.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897—Continued.

Office.	Class.	Gross receipts.	Salary.	Clark hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
RHODE ISLAND—cont'd.											
Westerly.....	2	\$13,198.97	\$2,400.00	\$1,800.00	\$943.97	\$7.20	\$4,377.04	\$9,828.21	\$3,670.76	72	
Woonsocket.....	2	20,129.25	2,600.00	2,900.00	946.25	171.53	8,828.61	15,440.39	4,683.86	77	
Total.....		503,616.77	32,100.00	64,869.46	6,883.92	5,020.12	114,958.89	223,846.49	279,770.28	44	
SOUTH CAROLINA.											
Abbeville.....	3	4,016.90	1,500.00	.....	175.00	9.36	.....	1,684.36	2,332.54	42	
Aiken.....	3	4,907.03	1,600.00	.....	804.00	22.24	.....	2,226.24	2,680.79	45	
Anderson.....	3	6,743.84	1,800.00	800.00	359.50	13.04	.....	2,472.54	4,271.30	37	
Barnwell.....	3	1,928.33	750.00	60.00	55.65	4.72	.....	1,870.37	1,057.96	45	
Beaufort.....	3	4,164.09	1,600.00	39.99	222.48	6.12	.....	1,867.77	2,296.32	45	
Bennettsville.....	3	3,348.73	1,400.00	100.00	190.00	4.48	.....	1,694.48	1,654.25	51	
Candler.....	3	3,330.67	1,400.00	150.00	143.00	5.84	.....	1,694.84	1,631.83	49	
Charleston.....	1	79,716.66	3,200.00	13,960.00	.....	641.00	21,294.68	39,085.68	40,620.98	48	
Chester.....	3	4,705.08	1,600.00	200.00	296.00	14.00	.....	2,110.00	2,595.08	45	
Columbia.....	2	2,614.95	1,100.00	22.50	71.79	2.40	.....	1,106.69	1,418.26	40	
Clinton.....	2	27,800.52	2,700.00	3,589.96	.....	194.21	6,155.44	12,639.61	15,160.91	45	Do.
Darlington.....	2	4,116.02	1,500.00	150.00	204.00	9.68	.....	1,863.68	2,252.34	45	
Edgefield.....	3	4,460.23	250.00	37.50	27.25	9.24	.....	1,314.99	2,145.24	68	
Florence.....	3	4,420.12	1,500.00	240.00	296.00	14.06	.....	2,050.96	2,369.16	46	
Gaffney.....	3	2,956.60	1,200.00	160.00	88.73	6.66	.....	1,455.39	1,501.21	49	
Georgetown.....	3	3,519.96	1,500.00	250.00	276.06	9.92	.....	1,503.98	2,015.98	54	
Greenville.....	2	13,361.30	2,300.00	1,800.00	276.06	57.11	4,155.14	8,312.25	5,049.05	62	
Greenwood.....	2	4,231.08	1,400.00	150.00	180.00	6.96	.....	1,736.96	2,494.12	41	
Lancaster.....	3	2,492.25	1,100.00	176.54	114.40	6.96	.....	1,397.90	1,094.35	56	
Laurens.....	3	3,803.30	1,400.00	200.00	230.00	7.60	.....	1,887.60	1,965.70	48	
Marion.....	3	2,727.29	1,200.00	150.00	139.00	3.68	.....	1,492.68	1,234.61	55	
Newberry.....	3	5,467.61	1,700.00	200.00	295.77	9.60	.....	2,205.37	3,262.24	44	
Orangeburg.....	3	5,081.64	1,600.00	300.00	331.00	13.36	.....	2,244.36	2,817.28	40	
Palmer.....	3	2,181.22	1,100.00	.....	80.65	5.84	.....	1,186.49	994.73	54	
Rockhill.....	3	6,805.85	1,700.00	30.00	358.00	13.84	.....	2,101.84	4,704.01	31	
Spartanburg.....	3	12,846.63	2,200.00	1,600.00	710.00	46.88	.....	4,556.88	8,289.75	35	
Summerville.....	3	3,033.25	1,300.00	.....	205.00	10.96	.....	1,515.96	1,517.29	50	
Sumter.....	3	7,446.42	1,900.00	300.00	420.00	20.56	.....	2,640.56	4,805.86	36	
Union.....	3	4,307.69	1,400.00	280.00	165.00	9.60	.....	1,824.60	1,483.09	55	
Winnsboro.....	3	2,600.41	1,200.00	76.00	119.35	3.44	.....	1,398.79	1,201.62	52	
Yorkville.....	3	3,098.97	1,400.00	192.68	159.00	7.44	.....	1,759.12	1,339.85	57	
Total.....		237,314.64	47,500.00	24,063.17	6,216.81	1,181.70	81,605.26	111,498.94	125,865.70	47	

Presidential, Oct. 1, 1897.

In Government building.

Do.

Presidential, Apr. 1, 1897.

Mail bags, 50 cents.

In Government building.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clark hire.	Rent, light and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Percent expense to gross receipts.	Remarks.
TENNESSEE—continued.											
Cleveland.....	3	\$4,470.96	\$1,600.00	\$350.00	\$998.00	\$13.44	.....	\$2,232.44	\$2,232.52	50	
Columbia.....	2	9,495.90	2,100.00	1,200.00	420.00	24.52	.....	3,744.52	5,751.38	39	
Covington.....	3	3,112.70	1,200.00	200.00	146.25	4.48	.....	1,650.73	1,461.97	53	
Dayton.....	3	2,137.42	1,100.00	200.00	94.10	7.04	.....	1,401.14	732.28	66	
Dickson.....	3	2,040.13	1,100.00	60.00	145.00	2.48	.....	1,307.48	732.65	64	
Dyersburg.....	3	4,494.90	1,500.00	200.00	286.00	8.40	.....	1,894.40	2,600.50	44	
Fayetteville.....	3	3,606.39	1,400.00	200.00	252.00	5.28	.....	1,957.28	1,649.11	54	
Franklin.....	3	4,428.73	1,500.00	200.00	212.00	11.37	.....	1,923.37	2,505.36	43	Mail bags, 25 cents.
Gallatin.....	3	4,216.65	1,500.00	300.00	279.00	9.68	.....	2,088.68	2,127.97	50	
Greeneville.....	3	6,094.43	1,700.00	200.00	360.00	9.12	.....	2,269.12	3,825.31	37	
Hartman.....	3	4,152.29	1,600.00	300.00	236.00	8.56	.....	2,144.56	2,007.73	53	
Humboldt.....	3	3,622.48	1,400.00	.....	172.70	7.60	.....	1,580.30	2,042.18	44	
Huntingdon.....	3	2,298.26	1,100.00	200.00	160.00	2.49	.....	1,462.49	835.77	64	Do.
Jackson.....	2	14,083.81	2,300.00	1,600.00	.....	71.09	\$1,383.79	8,551.88	5,528.93	61	In Government building Presidential, Jan. 1, 1898
Jellico.....	3	1,142.67	850.00	150.00	84.66	2.00	.....	2,788.66	355.41	69	
Johnson City.....	3	4,477.86	1,600.00	450.00	254.35	12.48	.....	1,670.92	2,806.94	52	
Jonesboro.....	3	2,270.68	1,100.00	400.00	165.90	5.12	.....	1,670.92	596.76	74	
Knoxville.....	3	65,224.93	3,200.00	11,940.00	.....	448.55	14,301.17	29,689.72	35,535.21	46	In Government building
Lebanon.....	3	3,970.23	1,500.00	480.00	204.00	10.48	.....	2,194.48	1,775.75	55	
Lewisburg.....	3	2,207.42	1,100.00	150.00	165.00	4.00	.....	1,419.00	788.42	64	
McKenzie.....	3	3,231.27	1,300.00	150.00	189.00	2.88	.....	1,641.88	1,589.39	51	
McMinnville.....	3	3,648.30	1,500.00	300.00	134.99	4.72	.....	1,939.71	1,708.59	53	
Martin.....	3	2,780.27	1,300.00	100.00	128.35	8.00	.....	1,533.35	1,246.92	55	
Mayville.....	3	2,363.76	1,200.00	200.00	188.75	5.58	.....	1,594.33	769.43	67	Mail bags, 70 cents. In Government building
Memphis.....	1	179,052.63	3,500.00	26,948.00	.....	891.31	32,623.25	65,907.56	113,064.47	26	
Milan.....	3	2,245.41	1,100.00	180.00	186.19	2.48	.....	1,400.67	894.74	64	Do.
Morristown.....	3	4,674.89	1,700.00	400.00	531.25	15.84	.....	2,497.09	2,177.80	33	
Murfreesboro.....	3	6,474.94	1,800.00	400.00	251.18	17.12	.....	2,468.30	4,006.64	38	
Nashville.....	1	194,448.87	3,500.00	30,744.77	.....	1,672.68	34,346.96	70,170.41	124,278.46	35	
Paris.....	3	4,448.87	1,500.00	250.00	348.00	6.40	.....	2,004.40	1,704.08	33	
Pulaski.....	3	4,116.40	1,600.00	360.00	282.75	8.96	.....	2,221.71	2,894.69	46	
Ripley.....	3	1,273.42	1,000.00	80.00	56.23	3.12	.....	1,695.37	510.06	52	
Rogersville.....	3	2,048.38	1,100.00	400.00	161.92	8.76	.....	1,865.38	851.49	41	
St. Eliz.....	3	1,622.08	1,300.00	400.00	184.19	16.89	.....	2,833.45	4,775.13	57	
Shelbyville.....	3	2,583.06	1,200.00	.....	253.94	8.96	.....	1,460.48	1,122.58	57	
South Pittsburg.....	3	2,482.31	1,500.00	400.00	265.94	8.24	.....	2,161.18	1,321.13	57	
Springfield.....	3	2,893.36	1,400.00	200.00	184.29	4.84	.....	1,496.13	1,397.23	56	
Swainsboro.....	3	2,273.12	1,200.00	200.00	182.34	5.12	.....	1,797.36	1,475.76	55	
Tennessee City.....	3	1,134.31	1,000.00	100.00	120.00	.....	.....	1,160.00	.....	918	Deficit, \$1,033.66.
Trenton.....	3	3,265.19	1,400.00	150.00	201.00	6.64	.....	1,757.64	1,507.55	53	

Tulahoma.....	3	2,850.00	1,600.00	300.00	247.05	10.80	.....	2,037.85	1,792.81	53
Union City	3	6,532.89	1,800.00	60.00	248.00	15.28	.....	2,143.28	4,890.41	33
Winchester.....	3	2,895.11	1,400.00	.....	171.00	7.80	.....	1,578.80	2,316.51	41
Totals .....	.....	709,859.39	78,800.00	99,270.77	9,438.71	2,856.73	108,175.44	299,542.94	410,316.65	43
TEXAS.										
Abilene.....	3	6,457.89	1,800.00	300.00	52.50	9.84	.....	2,162.34	4,295.35	33
Albany.....	3	2,301.62	1,100.00	30.00	105.00	1.04	.....	1,226.04	975.58	54
Alvarado.....	3	2,549.84	1,400.00	200.00	217.00	2.48	.....	1,819.48	736.36	71
Alvin.....	3	2,811.28	1,300.00	.....	237.00	1.84	.....	1,528.84	1,282.44	54
Amarillo.....	3	3,275.05	1,600.00	300.00	252.00	.88	.....	1,852.88	1,422.17	57
Athens.....	3	2,175.73	1,000.00	250.00	184.00	2.68	.....	1,417.98	1,756.05	65
Atlanta.....	3	2,184.12	1,300.00	200.00	151.99	2.65	.....	1,554.55	539.57	75
Austin.....	1	47,812.05	2,100.00	9,300.00	.....	246.72	8,820.41	.....	.....	.....
Baird.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....

Moll bars 25 cents

No. 10—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Percent expense to gross receipts.	Remarks.
TEXAS—continued.											
El Paso.	3	\$3,704.12	\$1,500.00	\$480.00	\$263.50	\$4.24	.....	\$2,240.74	\$1,454.38	61	In Government building
El Paso.	3	19,767.70	2,500.00	4,116.30	.....	53.62	\$3,504.65	10,174.57	9,568.13	51	
Ennis.	3	7,374.23	2,000.00	150.00	232.00	28.32	.....	3,480.32	4,183.91	43	
Farmersville.	3	2,574.54	1,200.00	150.00	190.75	1.76	.....	1,511.51	1,063.07	59	
Flatoon.	3	2,572.78	1,200.00	200.00	190.00	2.80	.....	1,692.80	879.98	66	
Forney.	3	2,334.76	1,000.00	.....	133.50	1.20	.....	1,194.70	1,232.06	47	
Fort Worth.	1	58,591.40	3,200.00	11,030.00	395.05	548.23	11,288.03	26,461.91	32,129.49	45	Do.
Gainesville.	1	11,998.72	2,300.00	2,000.00	600.00	33.28	8,505.99	8,439.27	8,559.45	70	Do.
Galeveston.	3	79,596.41	3,300.00	12,133.71	620.23	620.23	12,865.73	28,919.17	50,677.24	36	
Galeville.	3	3,441.57	1,500.00	12,300.00	292.00	5.12	.....	2,097.13	1,844.45	61	
Georgetown.	3	5,980.51	1,700.00	400.00	304.99	7.04	.....	2,412.03	3,268.48	43	
Giddings.	3	2,177.97	1,100.00	40.00	153.00	3.22	.....	1,298.22	879.75	60	
Gonzales.	3	4,213.92	1,500.00	250.00	377.00	5.76	.....	2,032.76	2,201.16	43	
Graham.	3	2,004.81	1,000.00	200.00	158.75	4.40	.....	1,259.15	645.66	68	
Granbury.	3	2,332.05	1,200.00	150.00	217.00	3.28	.....	1,570.28	761.77	67	
Greenville.	3	10,050.09	2,200.00	1,400.00	217.00	26.92	.....	3,630.92	6,420.07	36	Mail bags, 10 cents.
Groesbeck.	3	2,754.08	1,300.00	80.00	181.85	8.80	.....	1,502.65	1,192.03	57	
Hallettsville.	3	3,164.40	1,300.00	120.00	162.00	6.92	.....	1,537.92	1,576.54	50	
Hamilton.	3	1,934.34	1,000.00	200.00	166.00	.....	.....	1,367.70	566.54	71	
Hearne.	3	3,166.35	1,400.00	248.88	176.46	6.80	.....	1,832.14	1,834.21	58	
Hempstead.	3	2,841.91	1,200.00	150.00	168.55	4.48	.....	1,524.03	1,317.88	54	
Henderson.	3	2,617.56	1,200.00	450.00	150.00	2.16	.....	1,802.16	776.40	73	
Henrietta.	3	3,129.94	1,400.00	400.00	293.00	5.04	.....	2,085.04	1,041.90	67	
Hico.	3	2,573.74	1,300.00	200.00	223.00	1.36	.....	1,724.36	849.38	67	
Hillaboro.	3	10,056.47	2,200.00	1,200.00	1.00	19.60	.....	3,420.60	6,635.87	34	
Honeygrove.	3	4,557.40	1,600.00	.....	380.94	6.80	.....	2,237.74	6,635.87	34	
Houston.	3	85,122.99	3,300.00	13,810.41	.....	635.59	15,127.06	32,773.66	52,349.33	39	
Hubbard.	1	3,699.03	1,300.00	250.00	410.00	2.64	.....	1,430.09	1,166.94	55	
Huntsville.	3	5,903.45	1,900.00	.....	214.25	6.80	.....	2,566.90	3,336.55	43	
Itasca.	3	2,717.42	1,400.00	40.00	110.05	2.82	.....	1,616.25	1,101.17	59	
Jacksonville.	3	2,216.80	1,100.00	800.00	.....	7.04	.....	1,252.87	964.43	57	Do.
Jefferson.	3	3,050.34	1,500.00	800.00	.....	7.04	.....	1,807.04	1,243.30	59	
Kaufman.	3	2,961.67	1,400.00	150.00	86.00	4.88	.....	1,770.80	1,190.87	60	
Kerrville.	3	2,408.01	1,200.00	200.00	188.98	2.88	.....	1,498.88	914.13	63	
Ladonia.	3	3,061.10	1,300.00	163.77	240.00	4.40	.....	1,857.15	1,403.95	54	
Lagrang.	3	4,822.72	1,900.00	180.00	240.00	11.04	.....	2,001.04	2,321.68	46	
Lampasas.	3	3,574.59	1,500.00	250.00	298.00	3.60	.....	2,051.60	1,622.99	57	Presidential, Oct 1, 1896
Lancaster.	3	1,890.61	750.00	.....	45.75	8.80	.....	750.55	564.06	56	Mail bags, 30 cents.
Laredo.	3	3,629.77	2,000.00	1,300.00	470.85	49.18	.....	6,458.00	2,171.17	75	
Llano.	3	2,149.94	1,200.00	.....	217.00	8.60	.....	1,621.00	526.94	75	
Lockhart.	3	3,363.03	1,400.00	40.00	193.99	5.36	.....	1,640.36	1,722.67	49	

Longview.....	3	2,918.07	1,500.00	299.17	283.85	9.44	.....	2,082.46	1,855.61	63
Loring.....	3	2,808.21	1,800.00	250.00	214.00	6.12	.....	1,769.72	1,038.79	63
McGregor.....	3	2,498.88	1,800.00	200.00	106.85	4.82	.....	1,611.17	885.71	65
McKinney.....	3	7,553.31	1,900.00	800.00	390.00	13.20	.....	2,673.20	4,980.11	34
Merritt.....	3	4,422.78	1,600.00	40.00	288.00	7.20	.....	1,935.20	2,487.58	44
Merrill.....	3	9,500.84	2,200.00	1,500.00	130.00	20.82	2,075.17	5,915.00	5,581.75	62
Merriman.....	3	1,838.21	1,000.00	.....	85.25	1.68	.....	1,038.93	899.28	54
Mexia.....	3	6,501.41	1,700.00	350.00	356.00	6.86	.....	2,412.58	3,088.83	54
Mineral.....	3	2,120.20	1,100.00	.....	125.05	2.00	.....	1,221.05	902.15	58
Mineral Wells.....	3	2,847.47	1,200.00	300.00	228.00	4.24	.....	1,727.24	620.23	74
Mont Pleasant.....	3	2,829.70	1,250.00	160.00	177.85	1.16	.....	1,538.01	881.69	63
Mountain View.....	3	1,113.88	1,500.00	125.00	44.35	1.60	.....	1,726.95	392.43	65
Navajo.....	3	8,554.12	1,400.00	250.00	384.40	3.24	.....	1,886.64	1,660.48	58
Navajo Heights.....	3	5,091.21	1,600.00	200.00	839.75	11.04	.....	2,140.79	2,950.42	42
New Braunfels.....	3	8,857.10	1,500.00	150.00	234.00	4.56	.....	1,898.58	1,968.54	49
Orange.....	3	4,473.31	1,600.00	150.00	221.80	9.52	.....	1,981.82	2,491.99	44
Palatine.....	3	10,468.23	2,200.00	1,800.00	899.15	23.52	.....	4,292.67	6,245.56	40
Paris.....	2	14,488.33	3,400.00	2,800.00	.....	67.04	4,525.88	9,292.92	5,283.41	64
Pittsburg.....	3	2,481.35	1,100.00	.....	185.45	2.72	.....	1,268.17	1,213.18	51
Pittsburg.....	3	2,639.41	1,100.00	200.00	171.75	8.68	.....	1,475.43	1,163.98	56
Plano.....	3	2,760.68	1,300.00	120.00	208.80	4.04	.....	1,630.88	1,129.80	59
Quanah.....	3	2,543.11	1,200.00	100.00	223.00	2.56	.....	1,525.56	1,017.55	50
Rockdale.....	3	3,839.84	1,600.00	160.00	232.00	.....	.....	1,982.00	1,648.34	56
Rockport.....	3	1,872.68	1,000.00	150.00	160.00	2.96	.....	1,312.86	1,580.72	70
Rusk.....	3	2,450.52	1,200.00	.....	179.50	3.28	.....	1,375.78	1,074.74	..

Presidential, Jan. 1, 1897.

In Government building

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
TEXAS—continued.											
Wolfe City.....	3	\$2,344.66	\$1,000.00	\$200.00	\$152.00	\$2.96	.....	\$21,354.96	\$989.70	58	
Yeakum.....	3	3,930.40	1,500.00	.....	213.00	10.08	.....	1,723.08	2,207.32	44	
Total.....		1,149,115.41	220,100.00	144,221.72	28,385.90	4,866.18	\$132,247.86	531,921.76	617,193.65	46	
UTAH.											
Brigham.....	3	2,334.40	1,100.00	.....	166.00	3.64	.....	1,299.04	1,065.36	54	
Kureka.....	3	4,015.57	1,300.00	.....	98.00	4.08	.....	1,402.08	2,613.49	35	
Lugan.....	3	6,277.47	1,700.00	180.00	360.00	6.88	.....	2,740.88	4,130.59	35	
Mercer.....	3	1,367.60	600.00	.....	90.00	1.32	.....	15,802.52	687.08	51	
Ogden.....	2	23,861.00	2,800.00	4,200.00	900.00	278.55	8,008.53	15,802.52	7,878.52	67	
Park City.....	3	6,738.16	1,800.00	300.00	420.00	5.32	.....	2,323.92	4,214.24	37	
Provo City.....	3	6,323.39	1,700.00	.....	330.00	14.32	.....	2,044.83	4,281.07	32	
Salt Lake City.....	1	97,602.47	3,300.00	15,562.50	1.00	444.20	21,688.82	40,996.02	56,606.45	42	
Total.....		148,623.06	14,100.00	20,242.50	2,374.00	768.51	29,691.85	67,166.86	81,456.20	45	
VERMONT.											
Barr.....	2	13,758.98	2,400.00	1,919.33	700.00	27.01	.....	5,046.34	8,712.64	37	
Barton.....	3	3,373.31	1,400.00	60.00	167.00	4.16	.....	1,631.16	1,742.15	48	
Bellows Falls.....	2	12,496.32	2,300.00	1,500.00	600.00	38.88	.....	4,438.88	8,057.44	36	
Bennington.....	2	11,697.66	2,300.00	1,600.00	740.00	33.06	2,792.14	7,465.20	4,142.46	64	
Bellevue.....	3	2,834.76	1,400.00	200.00	141.00	6.68	.....	1,746.68	1,088.08	62	
Bradford.....	3	3,344.94	1,600.00	200.00	328.81	3.92	.....	2,132.73	1,212.21	64	
Brandon.....	3	4,818.89	1,700.00	250.00	206.00	10.72	.....	2,168.72	2,650.17	45	
Battleboro.....	3	17,842.80	2,500.00	2,768.00	825.00	55.76	4,709.03	10,855.76	6,987.01	61	
Bristol.....	3	2,824.80	1,300.00	250.00	172.00	1.44	.....	1,723.44	1,101.36	61	
Burlington.....	1	96,792.25	3,300.00	6,744.00	.....	272.85	9,759.07	20,075.92	79,716.33	20	
Derbyline.....	3	2,895.61	1,300.00	7.50	155.00	1.68	.....	1,464.13	1,431.48	51	
Enochs Falls.....	3	2,522.17	1,100.00	.....	116.85	2.40	.....	1,219.35	1,302.82	43	
Fairhaven.....	3	5,068.97	1,600.00	120.00	330.93	12.96	.....	2,063.89	3,005.08	41	
Hardwick.....	3	2,556.97	1,200.00	.....	223.00	2.24	.....	1,425.24	1,134.78	56	
Hydepark.....	3	5,079.63	1,600.00	100.00	147.53	1.04	.....	1,848.57	3,231.06	36	
Inland Pond.....	3	2,218.06	1,100.00	200.00	184.00	2.73	.....	1,556.72	691.36	70	
Ludlow.....	3	2,474.81	1,500.00	.....	198.20	5.68	.....	1,703.88	1,774.93	49	
Lyndonville.....	3	3,367.17	1,400.00	.....	277.00	4.64	.....	1,681.64	1,685.53	50	
Middlebury.....	3	3,976.95	1,700.00	.....	256.00	12.88	.....	2,470.88	3,506.07	41	
Montpelier.....	2	18,953.43	2,500.00	.....	175.00	41.96	8,818.08	9,106.04	9,847.39	48	
Morrisville.....	3	2,433.63	1,500.00	30.00	175.00	4.80	.....	1,718.80	1,719.83	50	
Newport.....	3	76,195.03	1,700.00	200.00	808.00	10.80	.....	2,218.28	3,976.28	36	

In Government buildings

Do.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
VIRGINIA—continued.											
Lexington.....	3	\$7,024.61	\$1,800.00	\$500.00	\$380.00	\$23.80	.....	\$2,688.80	\$4,335.81	38	
Luxury.....	3	3,355.46	1,500.00	150.00	189.09	7.04	.....	1,845.13	1,509.33	55	
Lynchburg.....	1	47,844.38	8,100.00	8,741.00	.....	431.16	\$4,997.08	19,259.19	28,085.19	41	In Government building.
Manassas.....	1	1,483.76	750.00	250.00	.....	4.56	.....	1,084.06	389.70	73	Presidential, Oct. 1, 1894.
Manchester.....	2	10,011.64	2,100.00	1,500.00	79.56	45.12	.....	4,095.12	5,916.52	41	
Marion.....	2	3,053.06	1,300.00	240.00	450.00	7.36	.....	1,737.36	1,320.70	57	
Martinsville.....	3	8,933.40	1,500.00	180.00	190.00	6.24	.....	1,913.12	2,020.28	49	
National Soldiers Home	3	2,413.31	1,100.00	200.00	228.06	5.13	.....	1,304.24	1,107.07	54	In Government building
Newport News.....	2	16,128.08	2,400.00	2,165.56	725.00	75.53	.....	5,366.08	10,762.00	33	Do.
Norfolk.....	1	94,628.84	3,300.00	14,474.01	.....	531.91	21,171.48	39,527.40	55,101.44	43	
Onancock.....	2	2,088.17	1,000.00	120.00	76.00	2.32	.....	1,196.32	889.85	57	
Orange.....	3	1,752.59	825.00	112.50	97.98	4.96	.....	1,040.41	712.18	57	Presidential, Oct. 1, 1894.
Petersburg.....	2	24,405.32	2,700.00	8,600.00	.....	194.10	7,255.99	13,750.09	10,655.23	56	In Government building.
Pocahontas.....	2	2,756.28	1,400.00	.....	275.00	8.88	.....	1,063.88	1,692.40	61	
Portsmouth.....	2	18,860.12	2,500.00	2,535.84	916.00	109.74	5,194.21	11,255.79	7,613.33	60	
Pulaski City.....	2	4,304.71	1,500.00	145.00	.....	9.92	.....	1,734.92	2,571.79	40	
Radford.....	3	1,906.93	1,100.00	150.00	186.24	6.64	.....	1,452.64	454.29	76	
Richmond.....	3	213,902.29	3,600.00	36,678.92	1,083.24	1,041.23	48,187.53	91,105.97	122,796.32	43	Do.
Roanoke.....	3	28,646.24	2,700.00	4,774.28	206.70	12.32	5,062.52	13,542.60	15,103.74	47	Do.
Salem.....	3	5,405.33	1,700.00	500.00	360.00	2.25	.....	1,222.25	3,283.01	39	
Salisbury.....	3	1,608.76	1,000.00	120.00	178.50	2.40	.....	1,510.90	386.50	76	Mail bags, 25 cents.
Shenandoah.....	3	3,009.51	1,300.00	300.00	148.00	8.12	.....	1,601.12	1,408.39	50	
Smithfield.....	3	2,464.76	1,200.00	150.00	.....	6.80	.....	2,000.80	1,463.96	61	
South Boston.....	3	3,529.81	1,500.00	240.00	254.00	107.48	4,386.16	3,897.12	8,772.89	57	In Government building.
Staunton.....	2	18,598.52	2,500.00	2,900.00	.....	50.12	.....	8,893.63	9,704.89	53	
Suffolk.....	3	8,175.91	2,000.00	1,040.00	847.00	6.16	.....	2,000.80	1,929.01	42	
Tazewell.....	3	2,317.21	1,100.00	200.00	84.15	15.20	.....	1,390.31	926.90	60	
Warrenton.....	3	4,378.28	1,800.00	350.00	262.13	5.84	.....	2,27.23	2,151.05	51	
Waynesboro.....	3	2,840.05	1,300.00	150.00	166.83	2.84	.....	1,621.67	1,218.38	57	
Westpoint.....	3	1,593.48	1,000.00	100.00	174.00	6.44	.....	1,277.84	315.64	80	
Williamsburg.....	3	2,489.47	1,200.00	30.00	118.00	5.16	.....	1,353.44	1,136.03	54	
Winchester.....	3	10,014.86	2,200.00	4,000.00	839.86	6.53	.....	4,194.02	5,818.84	42	
Woodsstock.....	3	2,548.97	1,200.00	1,450.00	129.00	15.04	.....	1,484.59	1,064.38	58	
Wytheville.....	3	4,333.76	1,600.00	350.00	287.00	15.04	.....	2,272.04	2,111.72	51	Mail bags, 66 cents.
Total.....		711,248.99	99,876.00	99,571.64	14,765.21	4,688.23	118,393.97	391,914.07	379,334.92	47	
WASHINGTON.											
Abertson.....	3	3,154.48	1,400.00	.....	297.26	4.61	.....	1,692.06	1,454.42	52	Mail bags, 25 cents
Ballard.....	3	1,939.68	1,000.00	.....	53.00	2.19	.....	1,036.16	1,904.52	53	

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Percent. expense to gross receipts.	Remarks.
WEST VIRGINIA—cont'd.											
Martinsburg.....	3	\$10,377.15	\$2,000.00	\$1,400.00	.....	\$62.59	.....	\$3,482.59	\$6,914.66	33	In Government building.
Montgomery.....	3	2,037.65	1,000.00	.....	\$104.12	3.84	.....	1,107.94	929.69	54	
Morgantown.....	3	7,615.44	1,700.00	250.00	198.00	25.04	.....	2,173.04	5,442.40	29	
Moundsville.....	3	4,808.12	1,600.00	.....	275.86	20.72	.....	1,896.58	2,911.54	39	
New Cumberland.....	3	2,620.79	1,300.00	25.00	218.00	8.88	.....	1,581.88	1,068.91	59	
New Martinsville.....	3	1,743.55	825.00	112.50	74.62	6.96	.....	1,019.08	724.47	58	
Parkersburg.....	2	29,574.23	2,600.00	3,600.00	.....	182.48	\$5,469.37	11,851.85	14,722.38	45	Presidential, Oct. 1, 1896.
Piedmont.....	3	5,201.21	1,600.00	.....	235.00	20.56	.....	1,851.85	3,345.45	36	In Government building.
Point Pleasant.....	3	3,138.32	1,400.00	180.00	214.00	11.84	.....	1,805.84	1,332.48	58	
Ravenwood.....	3	2,066.04	1,100.00	240.00	137.55	6.16	.....	1,483.71	582.33	72	
Roncoverte.....	3	2,218.07	1,200.00	280.00	188.00	3.92	.....	1,641.92	576.15	74	
Shepherdstown.....	3	2,162.68	1,000.00	.....	136.00	5.76	.....	1,141.76	1,000.92	53	
Slatersville.....	2	9,232.68	2,000.00	1,000.00	425.00	68.88	.....	3,493.68	5,739.00	38	
Wellburg.....	3	4,026.65	1,500.00	80.00	300.00	14.00	.....	1,894.00	2,132.65	47	
Weston.....	3	4,771.27	1,600.00	500.00	306.00	16.00	.....	2,422.00	2,349.27	51	
Wheeling.....	1	78,128.65	3,200.00	11,645.85	.....	786.87	14,651.17	30,183.89	47,944.76	39	Do.
Total.....	.....	280,220.91	52,325.00	\$2,282.61	7,571.86	1,812.20	30,150.19.	124,141.86	156,079.05	44	
WISCONSIN.											
Abnapee.....	3	1,960.35	1,000.00	.....	121.29	1.20	.....	1,122.49	737.86	60	
Antigo.....	3	5,451.43	1,700.00	250.00	.....	6.00	.....	2,314.00	3,137.43	42	
Appleton.....	2	17,996.14	2,500.00	2,738.86	960.00	50.40	5,934.55	12,183.81	5,812.33	68	
Ashland.....	2	15,882.67	2,500.00	2,331.11	.....	12.30	5,298.97	10,140.38	5,742.29	64	In Government building.
Augusta.....	3	2,514.15	1,200.00	.....	144.44	2.40	.....	1,346.84	1,167.31	54	
Baraboo.....	2	8,744.71	2,000.00	1,100.00	600.00	.....	.....	3,700.00	5,044.71	42	
Barren.....	3	2,762.38	1,000.00	.....	168.50	2.73	.....	1,171.23	1,591.16	43	
Bayfield.....	3	2,061.81	1,100.00	.....	195.03	1.84	.....	1,296.87	764.94	62	
Beavertown.....	3	6,665.49	1,800.00	.....	410.00	6.40	.....	2,216.40	4,449.09	33	
Beloit.....	2	14,573.00	2,400.00	1,900.00	940.00	91.40	8,311.89	8,643.29	5,929.71	59	
Berlin.....	3	8,233.18	2,000.00	1,000.00	402.56	4.89	.....	3,407.45	4,825.73	41	
Black River Falls.....	3	3,995.63	1,500.00	1,300.00	289.00	4.24	.....	2,093.24	1,902.39	52	
Boscobel.....	3	2,721.85	1,300.00	130.00	171.70	2.16	.....	1,593.86	1,127.99	59	
Broadhead.....	3	3,329.21	1,400.00	156.00	252.00	2.56	.....	1,804.56	1,524.65	54	
Burlington.....	3	5,164.50	1,600.00	209.00	329.84	5.52	.....	2,135.36	3,031.14	41	
Centennial.....	3	2,607.79	1,300.00	100.00	168.00	1.76	.....	1,469.76	1,138.03	56	
Chilton.....	3	2,846.35	1,300.00	150.00	118.17	2.56	.....	1,470.73	975.62	63	
Chippewa Falls.....	3	10,146.29	2,300.00	1,500.00	775.00	99.47	4,583.73	9,163.19	983.10	90	
Clacon.....	3	3,247.28	1,400.00	1,160.00	252.00	2.56	.....	1,805.76	1,441.52	56	
Clintonville.....	3	2,712.53	1,200.00	.....	217.00	.....	.....	1,419.56	1,292.96	53	

Columbus.....	3	7,131.05	1,800.00	.....	290.00	3.44	.....	2,193.44	4,937.61	31
Cutahly.....	3	3,347.00	1,500.00	.....	222.00	1.36	.....	1,623.36	1,823.64	46
Cumberland.....	3	2,187.21	1,100.00	20.00	132.00	2.08	.....	1,304.08	1,863.13	60
Darlington.....	3	2,684.91	1,500.00	80.00	294.00	4.40	.....	1,878.40	1,758.51	32
DeLavan.....	3	5,621.15	1,700.00	.....	336.00	11.76	.....	2,067.76	3,553.39	37
Depere.....	3	4,264.35	1,600.00	40.00	331.00	4.24	.....	1,975.24	2,280.11	46
Dodgeville.....	3	3,728.66	1,500.00	250.00	276.00	2.16	.....	2,027.16	1,690.50	54
Durand.....	3	2,428.52	1,200.00	130.00	164.00	.68	.....	1,514.68	913.64	62
Eau Claire.....	2	24,028.45	2,700.00	8,700.00	1,350.00	123.92	7,001.27	14,875.19	9,133.26	62
Edgerton.....	3	3,400.45	1,500.00	250.00	304.00	2.72	.....	2,056.72	1,343.73	60
Elkhorn.....	3	3,795.90	1,500.00	120.00	290.00	4.16	.....	1,824.16	1,971.74	43
Ellsworth.....	3	2,088.50	1,000.00	200.00	174.00	2.64	.....	1,376.64	971.86	66
Elroy.....	3	2,255.68	1,100.00	200.00	134.00	1.84	.....	1,446.84	809.84	64
Evansville.....	3	4,121.98	1,600.00	50.00	134.00	4.64	.....	1,788.64	2,333.34	43
Fond du Lac.....	2	19,631.69	2,500.00	2,700.00	698.50	2.00	6,104.67	12,215.17	7,416.52	62
Port Atkinson.....	2	11,122.35	2,500.00	1,400.00	173.00	1.96	.....	4,132.96	6,969.40	37
Presque.....	3	1,917.57	1,000.00	.....	173.00	3.52	.....	1,174.52	1,742.55	61
Grand Rapids.....	3	3,291.21	1,400.00	150.00	210.00	3.44	.....	1,703.44	1,637.77	53
Greenbay.....	2	24,133.51	2,500.00	3,351.06	1,403.55	61.55	6,076.34	13,696.35	10,347.69	56
Hartford.....	3	2,138.64	1,500.00	180.00	183.00	1.38	.....	1,296.41	1,391.89	50
Hayward.....	3	2,929.64	1,200.00	100.00	66.00	1.20	.....	1,092.40	940.84	64
Hudson.....	3	2,929.12	1,200.00	.....	66.00	.86	.....	1,092.86	941.24	64
Iron River.....	3	4,972.15	1,700.00	200.00	329.75	16.48	.....	2,744.23	2,693.23	54
Jordan.....	3	3,054.95	1,300.00	200.00	260.00	3.40	.....	1,754.40	1,302.60	57
La Crosse.....	3	1,619.25	1,100.00	.....	165.00	1.28	.....	1,264.96	1,353.97	76
Laurens.....	2	22,092.65	2,600.00	3,424.00	1,168.55	59.00	6,141.57	13,413.21	8,670.44	61
Laurens.....	3	3,873.06	1,500.00	.....	284.00	.00	.....	.....	.....	61

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1897.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
WISCONSIN—continued.											
Nellville.....	3	\$3,976.87	\$1,500.00	\$250.00	\$294.00	\$3.52	.....	\$2,047.52	\$1,929.35	51	
New Lisbon.....	3	2,250.41	1,100.00	180.00	160.00	1.76	.....	1,441.76	808.65	04	
New Richmond.....	3	3,748.45	1,500.00	220.00	335.55	4.24	.....	1,890.79	1,887.66	50	
New Richmond.....	3	4,208.53	1,600.00	100.00	354.00	6.12	.....	1,961.12	2,242.71	47	
Oconomowoc.....	3	5,112.73	1,700.00	200.00	308.00	11.28	.....	2,218.28	2,893.45	43	
Oconto.....	3	5,854.94	1,800.00	200.00	240.00	8.32	.....	2,248.32	3,706.62	38	
Omo.....	3	2,122.18	1,100.00	200.00	180.58	1.60	.....	1,462.18	660.00	69	
Oshkosh.....	3	40,815.69	2,900.00	4,900.00	.....	150.08	\$11,053.77	19,003.85	21,311.84	47	In Government building.
Peshigo.....	3	2,011.43	1,000.00	.....	132.00	.72	.....	1,132.72	878.71	56	
Phillips.....	3	3,388.38	1,500.00	.....	304.00	2.96	.....	1,806.96	1,581.42	53	
Platteville.....	3	5,296.59	1,700.00	150.00	281.20	5.76	.....	2,116.96	3,149.63	40	
Plymouth.....	3	3,768.21	1,500.00	20.00	224.00	4.40	.....	1,748.40	2,019.81	46	
Port Washington.....	3	7,763.69	1,000.00	1,000.00	376.44	35.77	.....	3,412.21	4,352.48	44	
Prairie du Chien.....	3	4,378.41	1,600.00	.....	294.00	4.08	.....	1,898.08	2,480.33	43	
Racine.....	3	3,501.67	1,400.00	400.00	221.05	5.52	.....	2,028.57	1,475.10	58	
Reedsburg.....	3	115,398.86	3,300.00	12,944.55	1,896.90	705.72	15,676.67	34,523.84	80,866.02	30	
Rhinelander.....	3	4,623.39	1,600.00	80.00	256.00	3.28	.....	1,938.28	2,684.11	43	
Rice Lake.....	3	6,742.19	1,900.00	100.00	306.00	6.48	.....	2,266.48	4,475.71	34	
Richland Center.....	3	3,970.72	1,600.00	.....	304.00	2.32	.....	2,068.32	1,962.40	51	
Ripon.....	3	4,191.34	1,500.00	400.00	304.00	3.20	.....	2,207.20	1,984.14	53	
River Falls.....	3	6,871.79	1,900.00	500.00	410.00	10.48	.....	2,820.48	4,051.31	41	
Sharon.....	3	4,865.91	1,600.00	.....	331.00	6.24	.....	1,937.24	2,428.67	44	
Shawano.....	3	2,116.21	1,100.00	250.00	125.00	1.92	.....	1,226.92	889.29	58	
Sheboygan.....	3	2,580.29	1,300.00	.....	223.00	2.80	.....	1,775.80	804.49	69	
Shellsburg.....	3	20,648.99	2,600.00	3,000.00	.....	47.00	7,883.85	13,530.85	7,118.14	66	Do.
Shell Lake.....	3	3,213.92	1,500.00	.....	173.00	.88	.....	1,673.88	1,540.04	52	
South Kaukauna.....	3	2,136.36	1,000.00	10.00	124.06	1.68	.....	1,135.74	1,000.62	53	
South Milwaukee.....	3	2,196.67	1,100.00	.....	177.85	1.28	.....	1,279.13	919.54	58	
South Superior.....	3	2,894.30	1,300.00	.....	250.00	4.72	.....	1,554.72	1,339.58	54	
Sparta.....	3	3,492.31	1,400.00	.....	277.00	3.60	.....	1,690.60	1,811.71	48	
Stevens Point.....	3	1,940.80	1,300.00	450.00	210.00	1.60	.....	1,511.60	429.20	78	
Stoughton.....	3	7,140.08	1,800.00	.....	310.00	10.16	.....	2,570.16	4,569.92	36	
Superior.....	3	9,062.71	2,100.00	1,312.27	480.00	2.75	4,394.76	8,298.78	772.93	91	
Superior Bay.....	3	5,641.44	1,700.00	100.00	358.00	4.40	.....	2,162.40	3,478.04	38	
Tomahawk.....	3	5,619.78	1,700.00	400.00	271.00	3.04	.....	2,080.04	1,167.04	64	
Two Rivers.....	3	3,906.66	1,500.00	250.00	278.00	10.40	.....	2,351.40	3,238.38	42	
Viroqua.....	3	2,553.74	1,200.00	.....	223.25	4.32	.....	2,033.22	1,873.34	52	
Washburn.....	3	2,918.93	1,300.00	200.00	125.04	3.44	.....	1,434.61	1,119.13	54	
Washburn.....	3	3,749.98	1,400.00	500.00	277.00	3.86	.....	2,128.48	1,290.45	56	
Washburn.....	3	8,770.36	1,500.00	.....	804.00	5.98	.....	1,809.68	1,990.68	48	

Waterloo	3	3,273.76	1,100.00	1,600.00	186.94	1.92	4,864.40	1,297.86	975.90	57
Watertown	2	10,364.72	2,200.00	1,700.00	687.10	32.73	8,884.23	8,884.23	1,482.49	86
Waukegan	2	12,811.30	2,400.00	1,700.00	900.00	45.94	8,411.36	8,411.36	2,890.94	88
Waupaca	3	5,168.98	1,700.00	1,200.00	278.00	4.40	3,865.43	2,182.40	2,086.58	42
Waupun	3	5,479.95	1,700.00	400.00	333.00	6.64	2,079.64	9,200.00	8,400.31	38
Wausau	2	12,283.66	2,300.00	1,800.00	700.00	21.76	4,878.24	9,200.00	8,093.66	76
Wausotona	3	7,330.23	2,000.00	1,000.00	295.74	19.68	3,315.42	1,402.64	4,014.81	45
West Bend	3	3,036.72	1,200.00	3,924.00	198.80	3.84	8,748.03	16,293.12	1,634.08	48
West Superior	2	25,445.72	2,700.00	200.00	780.00	141.09	11.44	2,536.44	9,152.00	64
Whitewater	3	8,357.40	1,900.00	50.00	445.00	.40	280,000.70	1,294.40	5,800.86	31
Winewood	3	2,147.06	1,100.00	173,304.40	144.00	5,101.06	688,887.52	793,656.17	852.66	60
Total		1,482,543.69	206,600.00	173,304.40	48,881.36					46
WYOMING.										
Buffalo	3	1,984.48	1,000.00	400.00	174.00	1.86	1,574.00	1,574.00	360.43	81
Casper	3	2,473.75	1,200.00	200.00	198.00	1.86	1,599.38	10,640.25	874.39	65
Cheyenne	2	12,506.35	2,300.00	2,500.00	1,400.00	47.92	4,892.83	1,801.50	1,866.10	86
Evansston	3	4,419.96	1,500.00	90.00	211.50	2.56	1,266.56	1,266.56	2,618.46	41
Lander	3	1,874.19	1,000.00	100.00	164.00	12.00	2,625.38	7,077.38	607.63	68
Laramie	2	9,518.31	2,200.00	1,400.00	840.00	9.04	2,415.04	2,415.04	2,440.58	71
Rawlins	3	4,447.99	1,800.00	500.00	306.00	3.36	2,340.36	2,340.36	2,032.95	54
Rock Springs	3	5,438.07	1,700.00	300.00	337.00	1.44	2,157.44	2,157.44	3,097.71	43
Sheridan	3	4,222.53	1,800.00	300.00	256.00					

States and Territories.	Balance from last year.	Domestic money orders issued.			International orders issued.		
		Number.	Amount.	Fees.	Number.	Amount.	Fees.
Alabama.....	\$53,773.08	350,669	\$2,818,442.01	\$21,454.04	2,029	\$34,667.86	\$423.50
Alaska.....	18,947.72	9,023	199,477.29	943.91	383	13,197.46	141.10
Arizona.....	14,926.06	95,299	1,257,294.68	7,429.63	1,326	34,108.47	377.70
Arkansas.....	20,204.39	298,596	2,011,425.53	16,546.48	869	11,642.50	152.00
California.....	209,094.45	1,072,000	9,292,018.37	68,178.94	52,005	\$48,862.72	10,448.20
Colorado.....	75,022.83	452,715	3,710,068.85	28,131.65	19,850	407,732.35	4,724.60
Connecticut.....	97,682.06	340,808	2,398,370.71	20,218.46	27,629	378,560.91	4,885.10
Delaware.....	3,713.71	33,465	213,846.39	1,895.55	1,165	10,793.67	214.00
District of Columbia.....	12,020.33	101,353	997,170.41	7,022.64	6,384	93,508.78	1,199.10
Florida.....	55,941.25	448,892	1,561,292.53	13,737.80	2,692	57,770.30	673.50
Georgia.....	52,097.94	456,424	2,992,901.43	25,647.51	2,750	47,616.87	580.60
Idaho.....	32,706.57	119,838	1,281,707.81	8,369.22	2,446	61,491.18	684.90
Illinois.....	180,225.68	1,748,253	10,958,099.59	97,008.52	76,598	1,096,516.63	14,142.40
Indiana.....	119,802.44	1,037,740	6,260,400.56	57,204.94	9,557	117,703.02	1,696.60
Indian Territory.....	17,613.67	114,314	909,488.96	7,001.90	450	16,087.42	173.40
Iowa.....	141,757.05	1,327,595	6,534,805.20	60,387.34	8,292	98,490.68	1,392.50
Kansas.....	78,525.75	948,800	5,378,805.65	50,389.17	4,279	56,434.31	758.70
Kentucky.....	34,206.96	274,971	1,673,764.63	14,834.16	3,524	40,783.23	603.00
Louisiana.....	61,903.21	375,847	2,717,656.23	18,605.76	6,246	146,285.94	1,665.50
Maine.....	38,075.33	271,294	2,009,675.83	18,320.73	7,882	115,073.45	1,451.90
Maryland.....	24,009.90	164,613	1,248,673.41	9,972.33	7,903	106,457.41	1,409.00
Massachusetts.....	142,177.07	855,978	6,782,030.69	53,391.74	127,447	1,865,496.26	23,494.70
Michigan.....	222,335.22	1,133,034	6,809,337.23	61,930.50	27,440	306,414.83	4,366.90
Minnesota.....	101,720.29	725,475	4,640,662.07	40,397.59	15,309	200,023.20	2,699.20
Mississippi.....	40,534.93	378,707	2,880,387.63	22,667.61	755	13,648.20	162.70
Missouri.....	111,387.29	965,051	5,575,330.50	51,589.10	15,036	218,461.97	2,781.20
Montana.....	63,217.87	189,697	1,892,834.53	12,824.64	14,721	313,025.23	3,568.30
Nebraska.....	64,061.43	663,236	3,584,602.52	34,222.19	4,313	47,510.18	679.90
Nevada.....	10,460.71	56,156	609,056.30	3,963.72	730	13,890.23	159.50
New Hampshire.....	22,746.38	173,714	1,086,133.76	9,717.63	7,740	109,567.52	1,406.70
New Jersey.....	53,560.73	347,965	2,715,103.79	21,822.41	47,634	632,183.17	8,183.80
New Mexico.....	25,413.90	74,315	643,546.83	4,739.09	771	14,553.65	171.80
New York.....	834,454.01	1,996,718	15,075,415.65	120,678.50	247,855	3,353,456.68	43,242.70
North Carolina.....	37,131.45	281,656	1,892,593.49	15,775.35	805	14,811.63	179.40
North Dakota.....	25,408.45	157,551	1,118,177.96	9,159.71	2,140	31,156.85	409.60
Ohio.....	151,213.29	1,452,693	9,175,552.27	81,122.26	91,013	383,996.28	5,290.60
Oklahoma.....	12,470.28	117,677	877,596.29	6,957.09	149	1,966.33	26.70
Oregon.....	69,489.75	301,794	2,318,953.21	17,958.64	6,690	131,075.37	1,560.80
Pennsylvania.....	219,361.25	1,624,940	11,611,024.76	95,866.74	76,797	1,043,944.33	13,585.60
Rhode Island.....	14,276.99	108,087	880,924.76	6,847.23	17,714	247,592.35	3,199.40
South Carolina.....	28,842.42	220,015	1,466,932.03	12,809.70	1,101	22,470.39	297.10
South Dakota.....	46,614.40	279,160	1,653,749.45	16,244.52	2,479	47,273.45	639.30
Tennessee.....	45,461.08	292,562	1,909,313.44	16,430.06	2,142	33,193.08	413.00
Texas.....	168,310.18	1,085,913	8,674,913.15	66,041.86	8,500	131,690.80	1,657.20
Utah.....	20,298.26	101,288	876,255.30	6,418.31	5,557	80,300.55	1,023.30
Vermont.....	19,670.67	146,881	853,903.43	7,055.06	4,558	66,860.75	866.70
Virginia.....	54,203.03	300,149	2,104,664.06	17,494.49	4,000	74,826.25	895.50
Washington.....	49,100.35	353,918	3,047,172.00	23,271.45	8,711	146,719.92	1,818.90
West Virginia.....	27,231.59	182,363	1,359,587.81	10,259.27	818	9,841.13	153.70
Wisconsin.....	100,039.89	819,508	5,522,785.86	47,001.85	10,140	192,563.32	2,793.20
Wyoming.....	11,208.10	62,949	478,871.52	3,763.09	1,234	27,928.41	320.90
Total.....	3,520,976.47	25,109,055	174,482,676.94	1,450,440.14	944,183	13,588,379.33	173,378.20

No. 11.—Statement showing the transactions of the money-order offices of the United States during the year ended June 30, 1897—Continued.

States and Territories.	Gain.	Balance due post-masters.	Domestic money orders paid.		International orders paid.	
			Number.	Amount.	Number.	Amount.
Alabama.....	\$1.20	\$54.60	183,468	\$1,828,816.54	437	\$10,258.82
Alaska.....			853	18,379.24	80	834.79
Arizona.....		10.00	26,895	472,619.71	176	5,754.51
Arkansas.....	7.70	81.22	139,470	1,290,985.69	398	11,376.77
California.....	8.14	100.29	911,882	9,126,824.05	17,075	244,849.94
Colorado.....	1.23	26.47	291,931	2,001,680.66	2,337	72,955.38
Connecticut.....	1.06	6.17	280,414	2,127,814.36	6,255	106,266.78
Delaware.....			20,307	169,544.84	259	5,703.70
District of Columbia.....	84.57		194,152	1,220,538.75	6,188	50,779.07
Florida.....	1.57	42.96	132,825	1,051,043.26	1,022	21,427.10
Georgia.....	9.58	172.58	401,220	2,761,662.43	600	9,662.33
Idaho.....	142.40		33,061	473,630.79	431	11,150.21
Illinois.....	1.11	49.17	2,688,772	20,818,232.42	39,422	663,009.73
Indiana.....	2.07	84.82	791,942	5,355,780.54	8,979	71,432.07
Indian Territory.....			30,621	3,065,623.43	98	2,912.59
Iowa.....	10.62	42.66	838,930	5,282,494.34	4,962	109,366.82
Kansas.....	1.81	5.06	510,706	3,625,514.68	1,872	50,438.44
Kentucky.....	80.53	2.17	217,933	1,733,247.18	1,058	25,724.89
Louisiana.....	1.85	5.52	215,160	2,416,760.54	1,450	39,210.76
Maine.....		12.87	257,511	1,590,476.87	2,414	37,534.12
Maryland.....		62.14	194,116	1,729,233.81	9,083	64,691.22
Massachusetts.....	3.19	15.49	1,402,103	7,874,961.27	32,208	418,398.82
Michigan.....	2.05	14.81	910,805	6,510,021.23	15,934	254,876.24
Minnesota.....	5.88	40.67	662,298	4,632,811.10	7,775	211,564.30
Mississippi.....	96.98	1.05	148,968	1,317,137.93	173	4,331.08
Missouri.....	4.26	164.68	1,411,328	9,118,462.42	6,666	124,244.97
Montana.....	6.32	21.11	65,220	814,520.64	1,351	32,365.43
Nebraska.....		10.85	435,033	2,984,855.17	2,229	62,184.96
Nevada.....			16,047	222,860.12	163	4,626.15
New Hampshire.....	2.23	32.87	88,884	757,483.43	1,426	26,508.41
New Jersey.....	2.29	10.94	284,529	2,400,306.72	10,586	212,655.48
New Mexico.....	8.60	.03	23,648	290,895.06	213	6,161.24
New York.....	586.25	35.59	2,946,296	23,075,895.82	108,381	1,374,641.61
North Carolina.....	261.59	11.82	161,427	1,301,143.21	396	6,877.22
North Dakota.....	8.19	45.21	42,420	418,739.64	1,082	32,300.37
Ohio.....	13.99	166.72	1,744,076	10,575,946.62	15,039	234,903.47
Oklahoma.....	29.42	10.14	50,079	535,201.54	213	6,067.95
Oregon.....		38.94	209,890	2,115,492.40	2,746	52,322.58
Pennsylvania.....	7.12	154.64	1,784,264	11,016,266.99	30,154	473,818.02
Rhode Island.....	.03	92.56	69,284	600,202.98	2,940	50,193.14
South Carolina.....		9.36	107,229	855,975.69	166	3,250.79
South Dakota.....	1.09	7.44	91,757	761,900.13	637	21,868.53
Tennessee.....	2.23	19.83	229,168	2,454,754.72	718	12,967.56
Texas.....	218.47	23.24	637,052	6,202,950.88	2,620	74,462.08
Utah.....	71.24	.18	68,837	740,754.94	1,843	17,482.81
Vermont.....		.08	72,431	649,623.19	1,048	16,094.98
Virginia.....	55.42	11.57	217,226	1,841,473.90	1,104	18,458.17
Washington.....		38.76	201,184	2,222,293.52	7,391	121,942.62
West Virginia.....	56.71	8.51	78,399	630,037.75	338	7,456.45
Wisconsin.....	17.00	109.62	605,984	4,798,196.42	7,903	207,666.71
Wyoming.....			13,601	143,068.62	177	4,850.28
Total.....	1,818.72	1,744.70	25,220,635	174,302,788.18	356,156	5,815,016.12

**No. 11.—Statement showing the transac
during the year end**

States and Terri- tories.	International or- ders repaid.	
	No.	Amount.
Alabama.....	4	\$13. 19
Alaska.....	2	140. 00
Arizona.....	2	60. 00
Arkansas.....	4	6. 79
California.....	190	1,533. 68
Colorado.....	59	1,521. 14
Connecticut.....	14	188. 15
Delaware.....	1	40. 02
District of Columbia..	13	211. 84
Florida.....	8	55. 16
Georgia.....	8	188. 92
Idaho.....		
Illinois.....	65	632. 84
Indiana.....	5	9. 44
Indian Territory.....		
Iowa.....	4	15. 01
Kansas.....	16	64. 10
Kentucky.....	2	2. 75
Louisiana.....	3	16. 58
Maine.....	1	9. 22
Maryland.....	33	185. 45
Massachusetts.....	367	4,895. 04
Michigan.....		
Minnesota.....	2	10. 41
Mississippi.....		
Missouri.....		
Montana.....	8	12. 48
Nebraska.....	20	229. 24
Nevada.....		
New Hampshire.....	1	5. 00
New Jersey.....	22	330. 85
New Mexico.....	1	. 99
New York.....	727	10,740. 17
North Carolina.....	2	7. 00
North Dakota.....	13	130. 57
Ohio.....		
Oklahoma.....		
Oregon.....	28	468. 62
Pennsylvania.....	131	1,509. 09
Rhode Island.....	50	534. 86
South Carolina.....	2	2. 21
South Dakota.....		
Tennessee.....	1	25. 87
Texas.....		
Utah.....		
Vermont.....	1	4. 99
Virginia.....	7	24. 00
Washington.....		
West Virginia.....	1	9. 74
Wisconsin.....		
Wyoming.....	2	15. 01
Total.....	1,785	23,861. 32

States and Territories.	Deposited at first-class offices.	Transferred to postage fund.	Loss.	Expense.	Commissions on money orders.	Balance due the United States.	Balance due post-masters last year.
Alabama.....	\$2,876,302.73	\$995.37	\$321.46	\$4.85	\$8,205.09	\$52,616.66	\$0.52
Alaska.....	193,718.61	305.43			282.18	18,152.23	
Arizona.....	1,093,383.01	2.53	616.92	.75	2,176.02	20,613.42	52.38
Arkansas.....	1,222,610.21	557.57	12.87	.18	7,244.91	24,590.17	1.54
California.....	8,934,366.12	509.96	201.95	5,656.27	19,017.90	226,777.77	29.07
Colorado.....	8,415,435.98	157.50	1,026.06	.50	7,997.86	71,013.57	11.49
Connecticut.....	1,829,716.94	172.57	49.60	81.50	4,763.82	39,384.27	34.12
Delaware.....	120,617.11	.04	16.31		691.88	4,772.94	9.91
Dist. Columbia.....	881,693.17			5,381.79	50.82	13,239.78	
Florida.....	1,440,980.92	1,126.37	13.61	.50	5,745.36	49,100.02	.71
Georgia.....	2,310,070.21	463.02	116.52	4.15	9,966.37	48,272.69	66.75
Idaho.....	1,223,337.54	896.97	90.00		3,419.25	32,545.49	6.21
Illinois.....	7,106,946.60	7,346.20	236.19	5,980.15	35,240.70	171,448.01	375.62
Indiana.....	4,825,442.34	1,209.18	68.74	5.50	21,440.04	106,953.57	1.90
Indian Territory.....	627,666.46	628.86	343.17		3,275.73	17,592.90	.76
Iowa.....	5,733,659.55	7,127.08	698.44	2,809.21	32,529.09	187,696.12	42.39
Kansas.....	8,855,064.59	7,858.43	1,816.15	15.52	23,567.76	75,907.25	29.10
Kentucky.....	1,041,290.09	1,490.17	219.48	6.12	5,717.16	81,733.57	8.20
Louisiana.....	8,455,102.92	88.65	1,122.62	.50	6,103.38	70,682.85	84.55
Maine.....	1,771,186.67	1,399.40	18.98	2.50	6,271.47	44,255.84	90.53
Maryland.....	791,244.61	15.72	47.40	1,066.53	2,560.26	23,814.80	47.96
Massachusetts.....	6,473,811.67	423.25	83.78	7,157.86	9,585.81	188,567.97	9.90
Michigan.....	4,904,754.23	2,379.14	599.68	3.50	23,776.32	122,061.56	71.02
Minnesota.....	4,051,254.59	490.74	167.88	11.70	16,474.56	103,204.64	62.43
Mississippi.....	2,608,600.49	470.19	7,624.30	11.35	10,393.41	32,686.81	39.58
Missouri.....	4,701,227.95	529.60	142.91	5,623.56	20,589.57	109,164.79	280.40
Montana.....	3,239,878.56	85.85	1,689.85	3,201.78	3,916.38	82,242.81	216.77
Nebraska.....	3,262,107.18	276.72	385.39	1.15	16,487.55	94,591.79	5.93
Nevada.....	417,977.39			3.25	1,543.41	11,669.36	39.96
New Hampshire.....	772,988.19	167.91		.20	3,723.18	22,165.48	1.98
New Jersey.....	1,816,881.11	1,985.14	268.61	3.60	4,849.19	47,547.06	43.72
New Mexico.....	850,510.84	752.91	578.42		1,919.31	32,232.19	5.07
New York.....	11,107,673.46	1,351,712.12	1,411.26	94,861.66	28,711.20	395,651.98	646.71
North Carolina.....	1,371,878.68	3,968.15	36.96	2.45	6,847.56	33,409.51	54.05
North Dakota.....	1,347,587.86	415.27	312.01	1.50	4,425.12	23,760.58	126.45
Ohio.....	5,452,035.70	348.39	753.25	3,121.18	26,948.10	144,490.10	52.09
Oklahoma.....	648,160.44	2,047.22	.78	1.30	2,965.86	13,310.17	31.16
Oregon.....	2,850,287.94	72.11	465.37	9.50	7,092.24	78,175.36	71.84
Pennsylvania.....	9,778,056.08	1,349.09	1,400.32	9,367.71	28,783.86	199,905.28	196.22
Rhode Island.....	886,757.43	65.51	8.89	2.50	1,249.83	14,789.50	.08
South Carolina.....	1,693,109.66	25.05	66.50	7.65	5,667.30	27,043.27	12.75
South Dakota.....	2,103,319.20	400.26	155.11	1.70	7,556.01	49,627.52	75.30
Tennessee.....	1,623,817.80	1,463.06	212.39	2,395.64	6,145.53	46,720.44	9.33
Texas.....	8,336,383.22	2,266.95	1,484.97	15.70	25,244.58	177,806.11	92.11
Utah.....	960,256.97	897.12	208.28		2,159.13	24,382.22	6.48
Vermont.....	658,829.79	57.30	112.82	.60	3,433.68	20,039.95	32.48
Virginia.....	1,999,110.20	801.93	827.26	9.25	5,877.69	45,691.88	73.53
Washington.....	2,509,397.54	10.85	122.06	1.25	7,745.58	62,658.49	102.37
West Virginia.....	971,616.71	776.93	121.80	3.25	4,160.49	24,677.54	85.44
Wisconsin.....	4,633,586.28	1,097.00	184.07	4.35	18,461.61	112,700.25	541.01
Wyoming.....	488,681.42	941.77	1,410.03	1.30	1,501.77	11,054.89	48.18
Total.....	147,879,391.86	1,408,447.55	27,817.18	146,342.48	513,892.83	3,582,591.92	3,927.96

DOMESTIC.

Amount received for fees on orders issued.....	\$1,456,440.14	
Amount of gain.....	1,818.72	
		<u>\$1,458,258.86</u>
Amount allowed postmasters:		
For commissions.....	510,891.84	
For incidental expenses.....	129,318.99	
For lost remittances and burglaries.....	14,694.12	
Uncollected accounts of previous years.....	13,123.06	
		<u>668,028.01</u>
Net revenue.....	790,230.85	<u>1,458,258.86</u>

INTERNATIONAL.

Amount received for fees on orders issued.....	173,379.30	
Amount of gain on exchange.....	62,444.03	
		<u>235,823.33</u>
Amount allowed postmasters:		
For commissions.....	\$3,000.99	
For incidental expenses.....	17,023.47	
		<u>20,024.46</u>
Amount allowed foreign countries:		
For excess of commissions.....	38,809.48	
For incidental expenses.....	39.18	
		<u>38,848.66</u>
Net revenue.....	176,950.21	<u>235,823.33</u>

RECAPITULATION OF NET REVENUE.

Revenue on domestic money-order transactions.....	790,230.85	
Revenue on international money-order transactions.....	176,950.21	
		<u>967,181.06</u>

No. 16.—Statement of assets and liabilities.

ASSETS.

Amount in the hands of assistant treasurer at New York, N. Y.....	\$795,770.58	
Amount in the hands of assistant treasurer at Chicago, Ill.....	580,000.00	
Amount in the hands of postmasters.....	3,582,591.92	
		<u>\$4,964,362.50</u>

LIABILITIES.

Amount due postal account, being balance due on transfers June 30, 1897.....	968,537.75	
Amount due Post-Office Department, being the revenue on money-order account, for quarters ended March 31 and June 30, 1897.....	455,578.22	
Unpaid domestic money orders.....	\$3,404,555.38	
Less amount paid into the Treasury on account of unpaid money orders ¹	1,600,000.00	
		<u>1,804,555.38</u>
Unpaid international money orders, outstanding certificates of deposit, and balances of unadjusted international accounts.....	1,735,946.45	
Balance due postmasters June 30, 1897.....	1,744.70	
		<u>4,964,362.50</u>

¹ Applications for warrants for the payment of invalid money orders have been certified to the amount of \$82,982.52.

No. 17.—PRINCIPAL INTERNATIONAL
FISCAL YEAR

Statement showing the number of intern
examined, registered, and checked; i
certified.

Nationalities.	Number of lists
Austria	18
Bahamas	5
Belgium	18
Bermuda	3
British Guiana	3
Canada	31
Cape Colony	14
Denmark	21
France	11
Germany	19
Great Britain	253
Hawaiian Islands	101
Honduras	27
Hong Kong	38
Hungary	183
Italy	198
Jamaica	118
Japan	40
Leeward Islands	38
Luxemburg	178
Netherlands	182
Newfoundland	52
New South Wales	28
New Zealand	21
Norway	208
Portugal	230
Queenaland	25
Salvador	37
South Australia	22
Sweden	209
Switzerland	193
Taamania	23
Trinidad and Tobago	44
Victoria	27
Windward Islands	69
Total	3,914

Statement showing the number of interna
examined, registered, and checked; also
certified to the United States.

Nationalities.	Number of lists.
Austria	372
Bahamas	59
Belgium	109
Bermuda	33
British Guiana	58
Canada	260
Cape Colony	59
Denmark	391
France	12
Germany	118
Great Britain	401
Hawaiian Islands	106
Honduras	35
Hong Kong	46
Hungary	186
Italy	104
Jamaica	149
Japan	55
Leeward Islands	32
Luxemburg	107
Netherlands	223
Newfoundland	52
New South Wales	26

Nationalities.	Number of lists.	Number of orders certified.	Value.	Increase.	Decrease.
New Zealand.....	37	2,897	\$34,923.23	\$4,536.47	.....
Norway.....	369	3,074	90,513.99	3,512.10	.....
Portugal.....	79	25	1,430.08	1,045.50	.....
Queensland.....	32	746	9,515.54	.....	\$403.13
Salvador.....	39	82	1,114.48	.....	3,771.14
South Australia.....	34	558	7,170.38	.....	354.58
Sweden.....	369	6,917	315,821.77	46,426.89	.....
Switzerland.....	235	4,202	105,362.47	.....	4,291.29
Tasmania.....	24	285	3,470.59	1,039.65	.....
Trinidad and Tobago.....	23	682	7,811.70	.....	1,978.32
Victoria.....	24	1,567	19,347.35	.....	1,874.98
Windward Islands.....	69	1,278	23,785.71	10,964.28	.....
Total.....	4,416	360,788	5,859,898.46	307,098.03	58,906.54

Statement showing the number of international money-order accounts received, examined, registered, and adjusted, together with the volume of business transacted between the United States and foreign countries.

Nationalities.	Number of ac- counts.	Value.	Increase.	Decrease.
Austria.....	4	\$799,912.69	.....	\$5,971.75
Bahamas.....	4	7,249.80	.....	273.63
Belgium.....	4	181,901.35	.....	15,285.10
Bermuda.....	4	10,026.61	.....	5,587.67
British Guiana.....	4	14,589.84	\$7,442.92	.....
Canada.....	4	2,986,175.23	85,487.00	.....
Cape Colony.....	4	56,281.22	1,840.99	.....
Denmark.....	4	282,212.23	7,963.16	.....
France.....	4	504,479.83	.....	14,114.88
Germany.....	4	4,123,881.96	.....	180,227.77
Great Britain.....	12	5,978,979.67	.....	121,639.23
Hawaiian Islands.....	4	67,526.17	7,388.26	.....
Honduras.....	2	249.62	249.62	.....
Hong Kong.....	4	7,178.41	2,834.28	.....
Hungary.....	5	388,120.65	180,170.62	.....
Italy.....	4	792,241.23	27,703.59	.....
Jamaica.....	4	57,985.81	1,157.92	.....
Japan.....	4	183,061.26	.....	2,876.92
Leeward Islands.....	6	23,326.36	.....	14,064.13
Luxemburg.....	4	36,715.45	1,271.69	.....
Netherlands.....	4	96,490.02	.....	3,055.86
Newfoundland.....	4	78,257.09	9,712.64	.....
New South Wales.....	4	45,813.23	2,141.76	.....
New Zealand.....	4	51,387.42	.....	10,598.42
Norway.....	4	654,673.16	25,700.49	.....
Portugal.....	5	10,914.49	4,258.23	.....
Queensland.....	4	12,954.54	.....	2,269.94
Salvador.....	2	481.15	.....	8,510.25
South Australia.....	5	12,868.55	5,019.26	.....
Sweden.....	4	1,785,921.64	186,543.27	.....
Switzerland.....	5	431,879.12	158,634.51	.....
Tasmania.....	4	5,399.63	2,340.65	.....
Trinidad and Tobago.....	4	12,135.52	.....	1,598.90
Victoria.....	4	39,576.37	.....	74.08
Windward Islands.....	4	40,619.88	7,250.81	.....
Total.....	148	19,781,467.20	705,101.67	386,143.52

Steamship lines.	Spain.		Sweden.		Switzerland.	
	Letters.	Prints.	Letters.	Prints.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
International Navigation.....	510.015	8,324.065	8,208.206	60,598.063	1,431.150	17,786.345
North German Lloyd.....	731.325	608.020	7,150.824	2,826.839	1,474.530	665.830
Cunard, Limited, New York....	129.365	323.900	5,295.321	18,090.301	476.725	1,444.035
Hamburg-American.....	127.760	760.185	1,287.725	3,500.720	864.630	1,828.330
White Star.....	61.765	385.070	552.113	2,595.101	250.500	1,340.515
General Transatlantic.....	828.520	7,172.275			2,108.285	15,591.185
Total.....	2,388.750	17,573.515	17,493.689	87,606.024	6,105.800	38,656.240
Increase.....	100.085	55.219		5,323.161		3,248.286
Decrease.....			975.457		8,8.688	

Steamship lines.	Turkey.		South Africa.	
	Letters.	Prints.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
International Navigation.....	630.800	5,122.075	678.410	896,247.283
North German Lloyd.....	631.325	138.140	507.230	200,664.799
Cunard, Limited, New York....	41.110	156.440	802.455	510,520.890
Hamburg-American.....	130.945	438.640	185.550	81,178.905
White Star.....	43.685	178.490	100.845	54,668.443
General Transatlantic.....	888.335	4,514.295		130,451.129
Total.....	2,366.200	10,546.080	2,273.990	17,509.882
Increase.....			822.075	17,065
Decrease.....	95.313	1,189.941		296.430

RECAPITULATION, BY STEAMSHIP LINES.

Steamship lines.	Letters.		Prints.	
	<i>Grams.</i>		<i>Grams.</i>	
International Navigation.....	78,382.738		836,247.283	
North German Lloyd.....	91,148.345		200,664.799	
Cunard, Limited, New York....	95,971.233		510,520.890	
Hamburg-American.....	19,132.759		81,178.905	
White Star.....	21,449.440		54,668.443	
General Transatlantic.....	24,570.188		130,451.129	
Cunard, Limited, Boston....	593.831		17,509.882	
Red Star.....	60.520		17.065	
Netherlands Steam Navigation.....	81.235		296.430	
Anchor.....	12.420		5.940	
Thingvalla.....	2.090		.385	
American.....	.468		.452	
Warren.....	114.978		683.908	
Total.....	331,470.195		1,832,245.486	
Increase.....	4,160.776		99,615.412	

RECAPITULATION, BY COUNTRIES.

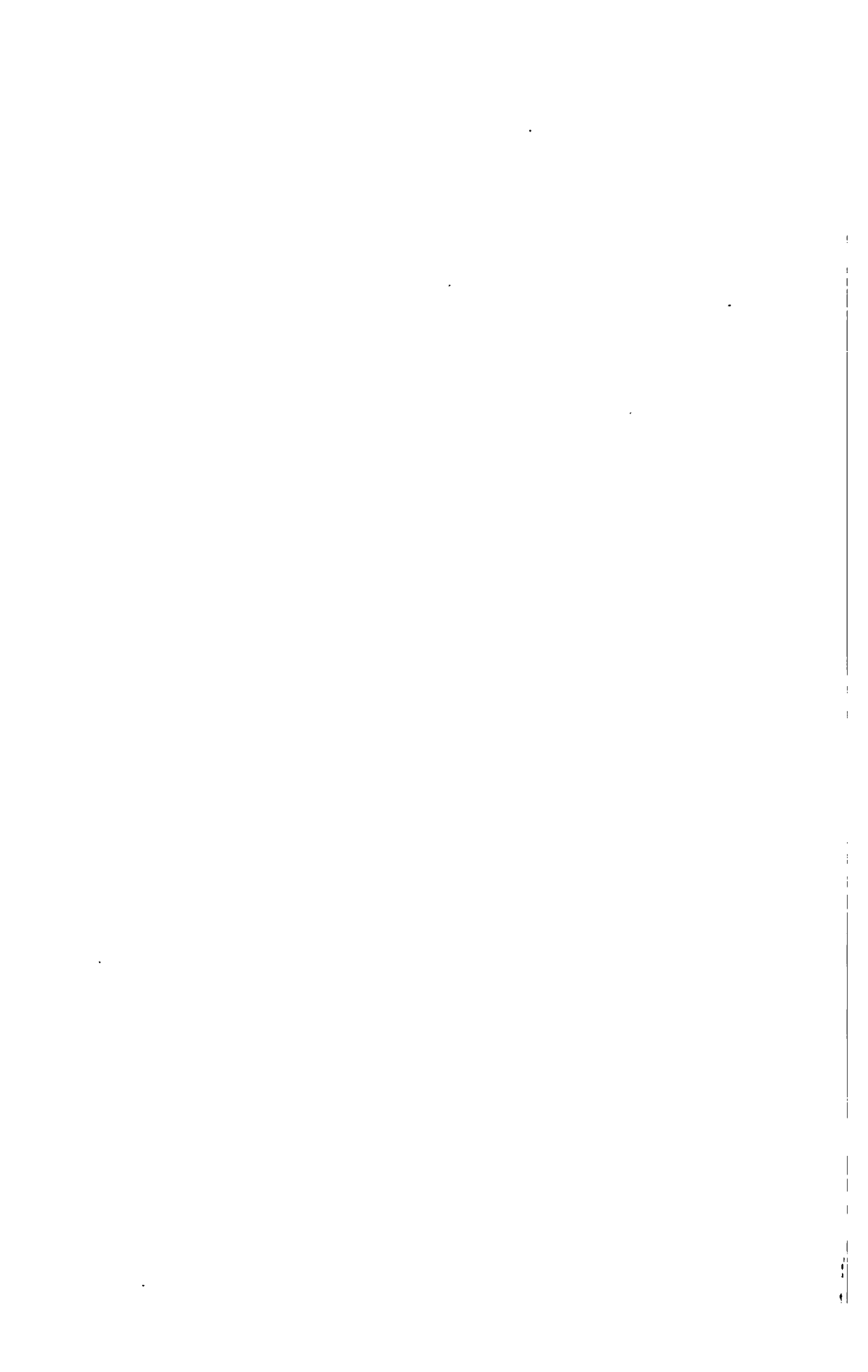
Countries.	Letters.		Prints.	
	<i>Grams.</i>		<i>Grams.</i>	
England.....	128,851.223		852,324.704	
Germany.....	65,444.830		349,435.566	
France.....	25,290.834		151,566.908	
Italy.....	24,854.905		48,969.788	
Austria.....	18,370.800		52,254.910	
Sweden.....	17,493.689		87,606.024	
Russia.....	13,764.910		32,493.370	
Norway.....	8,374.426		34,667.299	
Switzerland.....	6,105.800		38,656.240	
Netherlands.....	4,965.500		24,405.905	
Denmark.....	4,603.400		19,364.262	
Belgium.....	3,633.118		21,948.845	
Spain.....	2,388.750		17,573.515	
Turkey.....	2,366.200		10,546.080	
South Africa.....	2,273.990		48,842.380	
India.....	1,433.690		36,656.095	
Portugal.....	1,364.140		4,913.745	
Total.....	331,470.195		1,832,245.486	
Increase.....	4,160.776		99,615.412	

No. 19.—*Statement of
countries other than
30, 1897.*

Panama Railroad Steams	
Pacific Mail Steamship to	
Oceanic to Australian col	
Occidental and Oriental	
Plant Investment.....	
Red D	
Atlas	
Royal Mail	
Yarmouth	
Costa Rica	
Quebec	
Lampert & Holt	
Canada Atlantic and Plant	
Pacific Mail, San Francis	
Oceanic to Hawaii direct.	
Northern Pacific, Japan, et	
Clyde	
Prince	
Norton	
Booth	
Boston Fruit	
Trinidad Shipping & Trad	
Red Cross, South America	
New York and Cuba Mail,	
New York and Cuba Mail,	
New York and Porto Rico.	
New York and Cuba (cont)	
Royal Dutch West India M	
Sloman's Brazil	
Lower California Developm	
Pacific Coast Steamship ...	
Oteri Pioneer	
Florida East Coast Steamsl	
Demerara Steamship	
General Transatlantic, Wes	
Pinet	
Weinberger	
Caribbean Banana	
Puget Sound and Alaska...	
New York and Nicaragua...	
Bluefields and Rama	
New York and Central Ame	
Earn, Limited	
Red Cross, Newfoundland ..	
Turner	
Allen, Newfoundland	
Spanish Transatlantic	
Del Orte	
Central American and Comm	
New York and Haiti Packet	
Orr & Laubenheimer	
Alert (U. S. warship)	
Hoadley	
Quaker City Fruit	
Buckman Fruit	
Matina Banana	
American Express	
Plant Steamship	
American and African	
Pacific Mail (Panama to San	
Wilson	
A. Booth Packing	
Bahamas, Limited	
Morgan	
Snyder Banana	
Barranquilla Steamship	
Union	
Straus	
Black Diamond	
Wilkens	
Camors	
Total	
Increase	

Countries.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>
Japan.....	6,248.637	66,761.671
Cuba.....	4,717.547	44,594.336
Australasian Colonies.....	8,771.784	100,183.626
Nova Scotia.....	8,410.048	21,217.589
Hawaiian Islands.....	8,020.585	45,233.588
Colombia.....	2,654.040	72,570.615
Hong Kong.....	2,395.562	12,203.744
Guatemala.....	2,205.575	32,496.607
Venezuela.....	2,168.675	31,988.411
Costa Rica.....	2,056.107	27,543.375
Jamaica.....	1,718.637	23,161.268
Brazil.....	1,958.986	45,064.888
Chili.....	1,462.003	30,900.334
West Indies.....	1,696.226	24,528.901
Peru.....	1,396.440	23,937.484
Salvador.....	1,177.732	20,034.151
Argentina.....	1,149.763	28,456.461
Nicaragua.....	1,083.870	16,795.406
Bermuda.....	1,072.385	10,072.150
Shanghai (to United States consul).....	1,052.445	22,039.187
Mexico.....	1,037.053	17,384.365
Haiti.....	859.495	8,769.715
Ecuador.....	697.507	9,445.289
Republic of Honduras.....	692.967	8,847.871
Curaçao.....	584.660	5,735.595
British Honduras.....	475.601	4,870.357
Bahamas.....	481.188	5,467.754
Santo Domingo.....	471.010	6,377.520
Puerto Rico.....	307.817	1,850.228
Uruguay.....	221.129	7,100.017
Bolivia.....	217.475	5,831.830
Newfoundland.....	203.757	2,596.279
Shanghai (from United States consul).....	192.011	1,112.642
Cochin China.....	180.178	1,470.388
Tahiti.....	129.256	1,557.087
Samoa.....	122.537	1,405.783
British Columbia.....	136.805	3,558
British Guiana.....	135.570	2,890.330
Manila.....	67.068	1,226.776
Turks Island.....	61.540	723.715
St. Pierre and Miquelon.....	55.049	433.903
Paraguay.....	21.147	972.810
Singapore.....	26.799	580.989
Canada.....	19.656	14,565
Java.....	14.812	109.101
Dutch Guiana.....	10.085	13,245
Siam.....	7.302	245.819
Panama (for Colombia).....	6.410	-----
New Caledonia.....	6.401	126,264
Marquesas Islands.....	4.645	148,195
Marshall Islands.....	.382	3,005
South Africa.....	9.985	21,465
Gilbert Islands.....	.141	-----
Total.....	53,884.380	797,302.193
Increase.....	2,908.419	57,008.778

Steamship Lines.	Letters.	Prints.	Amount.
	<i>Grams.</i>	<i>Grams.</i>	
General Transatlantic (to Jamaica).....	18,500		\$1.79
International Navigation (contract).....	13,540.704	72,238.039	
Cunard, Limited New York.....	12,519.482	44,380.257	16,364.00
North German Lloyd.....	8,580.624	32,376.349	11,404.62
White Star.....	4,705.826	19,892.557	6,480.76
Hamburg-American Packet.....	2,335.776	9,083.444	3,130.58
Plant Investment (contract).....	1,912.445	78,462.195	
International Navigation (noncontract).....	601.275	1,904.403	764.00
Panama Railroad Steamship.....	302.447	4,346.181	711.27
New York and Cuba Mail (Bahamas).....	167.139	3,891.988	536.86
Red D (contract).....	167.770	2,213.542	
New York and Cuba Mail (contract, Cuba and Mexico).....	59.285	2,534.979	
Florida East Coast.....	46.817	852.439	137.09
New York and Cuba Mail (Santiago).....	6.633	417.349	46.68
Canada, Atlantic and Plant.....	4.115	1.385	4.10
Demerara Steamship.....	1.020	1.180	.13
Red D (noncontract).....		370.595	35.76
Clyde.....		291.400	28.13
Earn Steamship, Limited.....		237.535	22.93
Quebec.....	.479	1,790.215	173.22
Atlas.....		89.650	8.65
New York and Central America.....		5.060	.49
Booth.....		17.490	1.69
Red Cross.....	1.050	12.190	1.22
Total.....	44,930.897	270,528.922	39,833.97
Increase.....	263.599	44,233.733	



Abuse of second-class
 "A" cases, number
 recapitulation
 (register)

 Accounts with Treasury
 Addressing mail matter
 Adjustment of postmaster
 Allowances for clerks
 Amounts drawn from
 Appointment division

 of postmaster
 Appropriation for clerks
 post
 purchase
 Appropriations, compensation
 expenses
 for mail
 post
 The
 Arrests
 by post-office inspectors
 Assets and liabilities
 Assistant Attorney-General

 Auditor's office, outstanding
 postal accounts
 suits pending
 useless papers
 work of
 report to the Finance
 S
 Bad debts
 Bags, mail, number in use
 "B" cases, complaints received
 Blanks and books
 issue of, by supply
 Bond division
 amount of
 records
 reports
 Bonding operations, magistrates
 Bonds for money-order clerks
 from all who handle
 of post-office clerks
 Boycotting postmasters
 Brass-lock exchanges
 Building for supply division
 Buildings, Government owned
 rental of
 Burglaries, money-order funds
 of post-offices
 Burglary, claims for losses
 Burning of post-offices

large increase of unprofitable	7
Cable-car service	15, 180, 339, 348
Cable lines	507
Canceling ink and pads	130-131
machines	86
Cars, independent motor service	181
railroad post-office increase, cost of	179
railway post-office	185
trolley service	181
Case examinations	183, 490
Casualties	182, 490, 512
in foreign mail service	564
"C" cases, number of, referred for investigation	814
Central and South American mails	566
Charitable institutions, dead mail matter given to	155
Chief post-office inspector, disposition of miscellaneous cases	815
City distribution	506
Civil service boards in Railway Mail Service	88, 496
Claims on account of losses by fire, burglary, etc.	42
Classification division, work of	693
of clerks in post-offices	84
Clerk hire balances available for increases	82
separating	82
Clerks in post-offices	82
bonding of	22, 38, 144
classification act	89
classification of	84
Clerks, railway post-office	185
Collection and distribution wagons	178
by suits	829
Commissions issued	794
Compensation and classification of postmasters	9
Complaints received and result of investigations, ordinary letters	816
Congress, Universal Postal Union	22
Consolidation of post-offices	8, 76, 80
repeal of restrictive legislation recommended	9
"Continuance offense," theft by railway postal clerks	805
"Continuous offense" law should be provided	21
Contracts for pouches and sacks	186
Correspondence division	162
Dead holiday mail	148
letter fund	688
office	145
class and number of pieces of undelivered mail returned to	
and received from foreign countries	160
classification of mail matter opened in	152
disposition of mail matter opened in	157
unopened	152
parcels filed in	154
hotel and registered matter	146
inquiries for missing mail matter	155
matter on hand from preceding year	151
received and disposed of	149
returned from foreign countries	153
number of pieces handled	156
postage stamps received at	155
statement of undelivered mail returned by foreign countries	159
treatment of parcels	161
unmailable, hotel, and fictitious matter	158
valuable mail	147
value of inclosures and matter restored to owners	154
volume of matter handled	151
letters	10
mail matter from other countries	148
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caused by carelessness in posting	147

Dead mail matter of foreign origin returned, registered revenue from
 Dead registered letters, classification matter
 Deaths of postmasters
 Deductions, fines, and remissions on
 Deficit in postal revenue, cause of
 Depositories, postal savings
 Depositories, Treasury, transaction
 Dies for stamps, etc., destruction of
 Distances certified by topographer
 Division of appointments
 bonds and commissions
 classification
 correspondence
 dead letters
 files, records, and mails
 finance
 free delivery
 inspection
 postage stamps
 post-office inspectors and
 post-office supplies
 registration
 salaries and allowances
 Electric-car service
 lines
 Envelopes for Executive Department
 value of stamped over cost
 Equipment shop, expenditures for
 number and kind of
 Errors in distribution of mail in post
 Estimate, comparative statement
 and expenditures Railway
 of appropriation for Third
 Estimates for 1899
 mail transportation service
 postmasters' salaries
 railway post-office cars
 supply division
 Third Assistant's office
 recapitulation of
 Executive Departments, contracts for
 Expenditures
 by States
 comparison two preceding
 estimate next year
 comparative statement
 for mail transportation,
 money-order service
 Third Assistant's Office
 in detail
 Expenses of Presidential post-offices
 Experimental rural free delivery
 Facing slips
 Farmer, free delivery due the
 Fictitious matter received at Dead Letter
 Finance division
 fund received at Department
 Financial statement
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by steamship companies	153
countries, dead mail matter returned from	15,190
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arrangement for articles bearing a declaration of their value	655
collection (C. O. D.) service	668
subscription at post-office to periodical publications	556
average of steamers, and quickest trip to New York, to London, to Paris	663
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of closed, of foreign origin, and amounts paid by Department to steamers conveying them from the United States	555
number of articles exchanged with all foreign countries and amount of postage	564
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report of superintendent	563
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statement of net weight United States mail conveyed and compensation received therefor by steamers	549
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Fourth-class offices, average compensation of postmasters	786
statement showing money-order and nonmoney-order offices	784
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tabulation by States and number of	87
Fraud orders	11
Free delivery	91
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cost of	12
demand for	110
expense in detail	13
increase of postal business	104
service, assistant superintendents of	94
eight-hour law	97
letter carriers' bonds	96
separation from	96
system, appointment of carriers at new offices	93
marine service	90
operation of	7
Free matter carried	80
Fuel for first, second, and third class post-offices	80
Furniture for post-offices	81
Greater New York	163
Green goods	799
Gross receipts of post-offices	861
Gross receipts Presidential post-offices	6
History of second-class legislation	146
Hotel matter in Dead-Letter Office	158
received at Dead-Letter Office	99
House-to-house collection	5
Increased deficiency in revenue	695
Indemnity for lost registered matter	725
copy of act of Congress	123
Ink and pads	

Wagon collection and distribution
service
change in advertise
in detail
Warrants, application for
Weights of letters, etc., sent by sea

mails, speed, accommo
Wrapping paper
shipments of









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